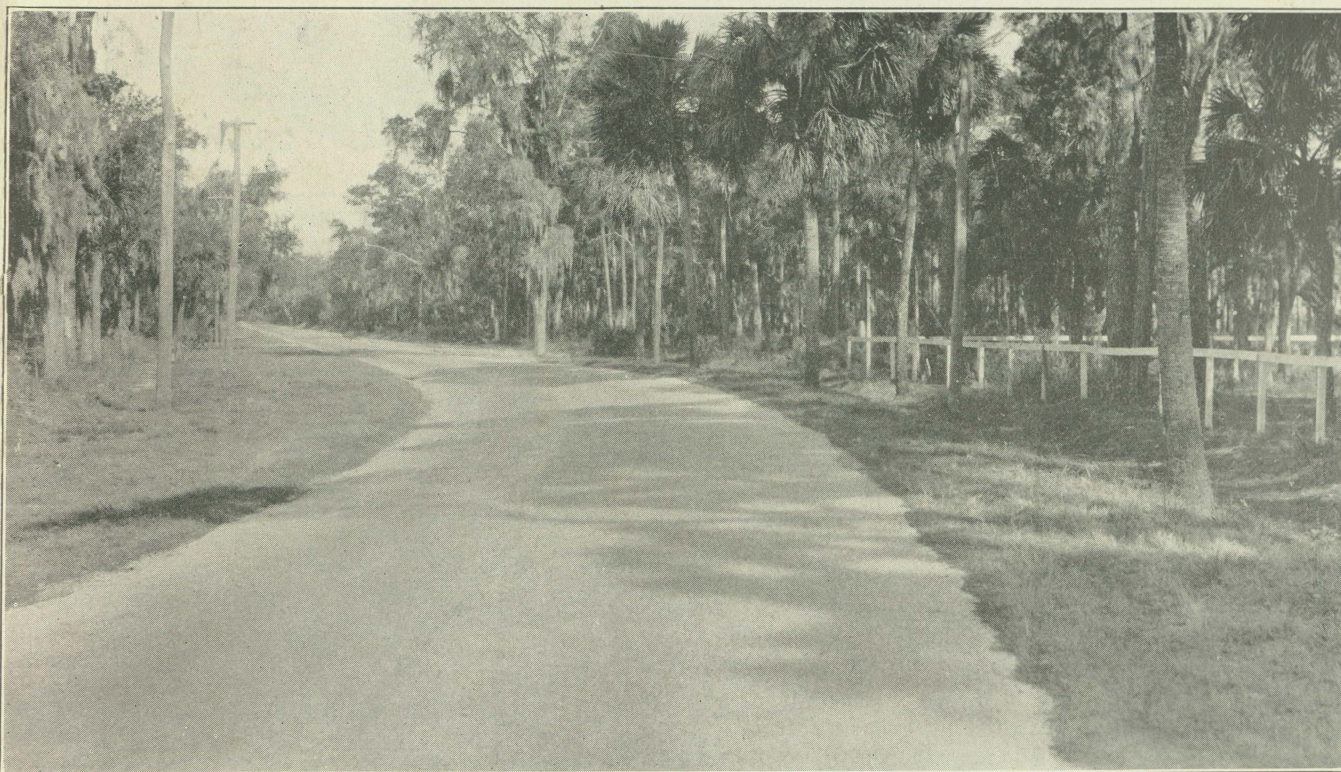


# FLORIDA HIGHWAYS

Published by the State Road Department

Vol. VI

No. 11



Project 604, Road 4—Volusia County

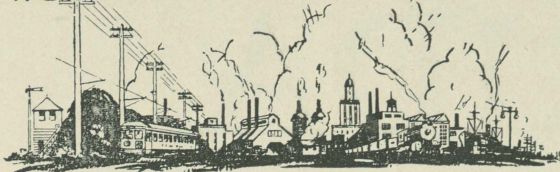
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November, 1929



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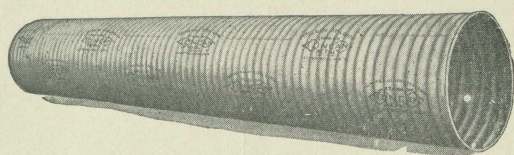
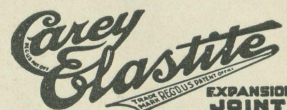


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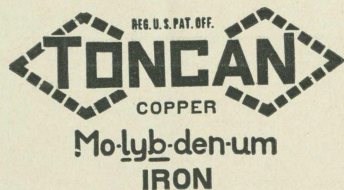


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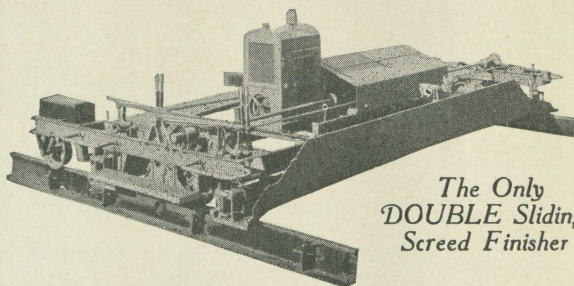
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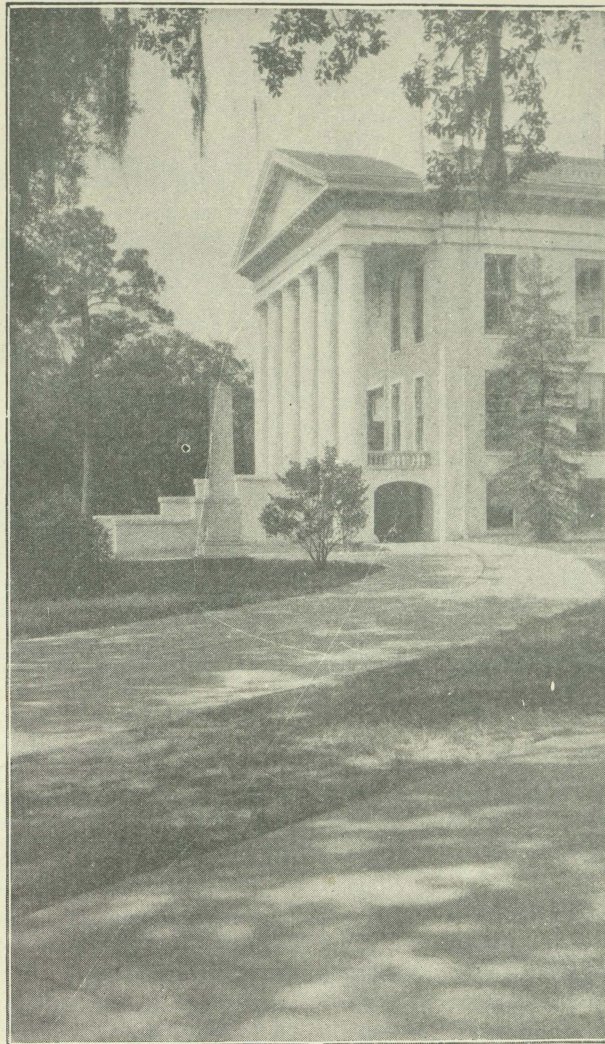
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# FLORIDA

Vol. VI  
No. 11



# HIGHWAYS

NOVEMBER  
1929

## A Twenty-Fifth Birthday

By Elizabeth Cole

**W**E DO NOT consider a person very old on his twenty-fifth birthday. On the contrary he is supposed to be just starting out in life—his childhood, adolescence and youth have now passed and he is about to reap the advantages of those habit forming and character training years. At twenty-five he has reached man's estate with a future before him.

In considering the twenty-fifth birthday of one of our oldest organized health movements, however, we are inclined to feel that a decade has been a long period of time. The National Tuberculosis Association which was founded in 1904 and this year celebrates its twenty-fifth birthday has crowded these years so full of accomplishment that we are inclined, and rightfully too, to regard it as a grand-father among organizations.

When the National Tuberculosis Association was formed, there was only one other non-official health agency of a national character in the entire United States, the American Public Health Association, which was organized in 1872. It had no operating program, however, and its energies were devoted largely to the publication of a magazine and the conduct of an annual meeting. Thus the National Tuberculosis Association became the first organized health promotion agency of a non-official character in the country, with a nation-wide scope and program, and has served as a model for many of the other specialized public health movements.

Laymen as well as physicians were included in its membership from the beginning and its purpose to help the country both economically as well as socially





Dead River Bridge, Road 2, Lake County.

in combating the scourge of tuberculosis has been manifested in many more ways than in the chief outwardly-seen one, namely, the greatly reduced death-rate.

For twenty-five years the National Tuberculosis Association has been a leader in organized education of the public in the ways of health. By emphasizing the need for rest, fresh air, food, cleanliness, sanitary living and working places, freedom from fatigue in various occupations as well as the need of suitable institutions for incipient and advanced cases of tuberculosis, this association has made its greatest contribution. It has made the public health-conscious.

In looking back over twenty-five years these are some of the actual results they have helped to bring about. In 1904 there were 115 sanatoria in the United States with an aggregate bed capacity of 9,107. On January 1, 1929, there were 618 tuberculosis hospitals and sanatoria with a combined capacity of 73,695 beds. There were no tuberculosis dispensaries or clinics in 1904. In 1928 there were 3,671. The first open-air school was established in Providence, Rhode Island, in 1908 and now there are at least 1,000 schools for children from tuberculosis homes or who are sub-standard in health. There were not more than ten public health nurses who devoted a definite part of their time to tuberculosis work twenty-five years ago. Now there are 7,115. There are eighty-three preventoria for children. In 1904 there were in existence twenty tuberculosis associations of which number only eight had money or active programs. Now there is a state association in every state and there are local associations in the larger cities and counties numbering 1,454.

The Association was founded for the *study* as well for the prevention of tuberculosis and research work

has been carried on from the beginning. In 1920 a formal Committee on Medical Research was organized and the influence of its coordinated studies and discoveries has already been marked.

These are briefly a few of the visible accomplishments of this twenty-five-year-old movement. In supporting its work through buying Christmas seals the funds of which are used to carry on the campaign it is well to remember that twenty-five years is a comparatively short time and that there is much more to be done. There are still over 500,000 living cases of tuberculosis in this country. There are far too many patients being admitted to sanatoria in the late instead of early stages of the disease. Although we can rejoice that the death-rate has been cut in half, yet in the age period 15 to 45 tuberculosis still takes more lives than any other disease. Here is the prime productive group of our nation, with one out of every five deaths occurring then caused by tuberculosis!

There can be no feeling of self-satisfied complacency on this twenty-fifth birthday. Rather should there be a renewed ambition to go forward. Armed with maturer experience, it will be the aim to reach that goal when tuberculosis shall be reduced to a comparative minimum.

#### Our Doctrine

Governor Carlton, of Florida, in his recent message to the Legislature, says: "It is time to consider a program of beautification of our highways. Rights-of-way should be secured with reference, not only to present but future traffic and beautification as well. Florida makes its bid to the visitor. The roadside is the traveler's front yard and largely reflects the character of a people."—Kentucky Highways.



# Transactions at Fourth Quarterly Meeting of State Road Department Held at Tallahassee, October 28-29, 1929

**T**HE Fourth Quarterly Meeting of the State Road Department was begun and held in the City of Tallahassee on October 28th and 29th, 1929, with the following members present: Robert W. Bentley, Chairman; W. A. Shands, Ernest R. Graham and Gordon D. Perkins. B. M. Duncan, State Highway Engineer, B. A. Meginniss, Attorney for the Department, Karl Roesch, Acting Secretary, and H. J. Morrison, Federal Highway Engineer, were also present. The Chairman read a telegram from the secretary of Mr. J. H. Bayliss, member of the department, stating that Mr. Bayliss would be unable to attend this meeting.

## CHAIRMAN'S REPORT

The Chairman submitted regular report of his actions and doings as official representative of the Department since the last meeting, which report was read and ordered filed.

## ELECTION OF SECRETARY

The Chairman stated that since the last meeting, Walter P. Bevis, Secretary of the Department, had resigned, and that he had designated Karl Roesch as acting secretary until the meeting of the department. On motion of Mr. Perkins, seconded by Mr. Shands, the following resolution was adopted:

**BE IT RESOLVED**, that Karl Roesch be and he is elected Secretary of this Department, to hold office until the annual election in January, 1930.

## ROAD 4-A—DADE COUNTY

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was unanimously adopted:

**BE IT RESOLVED**, that the State Road Department do take over for maintenance that portion of Road 4-A in Dade County, between Homestead and Monroe County line, and do proceed to repair storm damage done to said road, provided Dade County will make available to the Department the equipment necessary for such purpose.

## ROAD 4-A—DADE AND MONROE COUNTIES

On motion of Mr. Graham, seconded by Mr. Perkins, the following resolution was adopted:

**BE IT RESOLVED**, that the Engineer of this Department be authorized to proceed to repair the damage done by storm to that portion of Road 4-A between Homestead, in Dade County, and Key West, in Monroe County.

## CONSTRUCTION BIDS

### Project 62-A—Road 24—Osceola County—Rock Base, Surface Treated

L. B. McLeod Const. Co.	Tampa	Using Rock	\$ 17,850.90
L. B. McLeod Const. Co.	Tampa	Using Slag	17,977.20
Weeks Const. Co.	Kissimmee	Using Rock	19,025.76
Weeks Const. Co.	Kissimmee	Using Slag	19,025.76
Duval Engr. & Contr. Co.	Jacksonville	Using Rock	18,551.46
Duval Engr. & Contr. Co.	Jacksonville	Using Slag	18,677.76
Cone Bros. Const. Co.	Tampa	Using Rock	19,481.16
Cone Bros. Const. Co.	Tampa	Using Slag	19,481.16
F. W. Long & Co.	Jacksonville	Using Rock	20,705.26
F. W. Long & Co.	Jacksonville	Using Slag	20,831.56
McVey Lindsay & Son	Palm Beach	Using Rock	18,727.82
McVey Lindsay & Son	Palm Beach	Using Slag	18,980.42

### Project 62-C—Road 24—Osceola County—Rock Base Surface Treated

Morgan-Hill Paving Co.	Miami	\$228,255.61
Cone Bros. Const. Co.	Tampa	234,564.02
F. W. Long & Co.	Jacksonville	215,876.32
Duval Engr. & Contr. Co.	Jacksonville	214,579.84
L. B. McLeod Const. Co.	Tampa	210,471.95
McVey Lindsay & Son	Palm Beach	213,672.39

(Continued on page 5.)

## ROAD 1—DUVAL COUNTY

Messrs. T. C. Imeson, City Commissioner, and W. E. Shedd, City Engineer of the City of Jacksonville, appeared before the Department and requested that Road 1 in the City of Jacksonville, from McDuff Avenue to Broad Street, be paved to a width of 40 feet, at the State's expense. The provisions of Chapter 13833, Acts of 1929 (P. 646), which provides the basis upon which the Department may participate in such paving, was called to the attention of the delegation and the matter was taken under advisement for further consideration at this meeting.

## ROAD 3—DUVAL COUNTY

Messrs. Imeson and Shedd also requested that State Road 3 from Trout River to the Jacksonville Municipal Air Port be widened by the Department. This request was likewise taken under advisement for further consideration at this meeting.

## ROAD 78—DUVAL COUNTY

Messrs. Imeson and Shedd also presented to the Department a request that the Department commence paving construction of State Road 78 between Jacksonville Beach and St. Augustine. They were informed that plans have already been made to proceed with this work as soon as possible.

At this juncture, the Department recessed to meet at the Leon County Court House for the purpose of receiving bids.

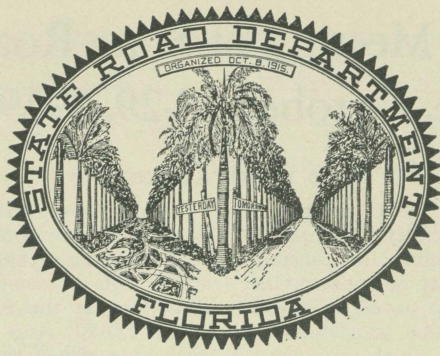
## RESOLUTION BY MR. SHANDS

Mr. Shands, member of the Department, read and announced to the members and to the assembled public that he would at this meeting introduce a resolution further outlining and defining the policy of the Department with reference to the use of Florida materials and labor in state road work.

## RECEIPT OF BIDS

The hour of ten o'clock A. M. having arrived, the Department proceeded to open and read bids, submitted pursuant to due advertisement for this date and hour on the projects and materials hereinafter set out, which, together with the bidders thereon and the amounts of their several bids, are as follows:





# Florida Highways

Published Monthly  
Official Publication of the State Road Department

## PERSONNEL OF DEPARTMENT

ROBERT W. BENTLEY (*Bradenton*), *Chairman*  
(*Official Residence, Tallahassee.*)

W. A. SHANDS, *Gainesville*  
J. HARVEY BAYLISS, *Pensacola*  
G. D. PERKINS, *Jacksonville*  
ERNEST R. GRAHAM, *Pennsuco* } *Members.*

KARL ROESCH, *Tallahassee, Secretary*

## PERSONNEL OF EMPLOYEES IN GENERAL CHARGE OF THE WORK OF THE DEPARTMENT

### Engineering Division

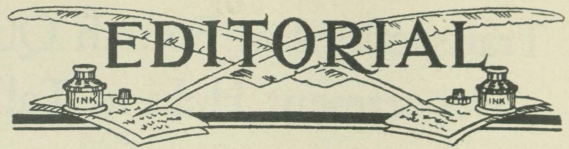
B. M. Duncan, Tallahassee ..... State Highway Engineer  
L. K. Cannon, Tallahassee..... Ass't. State Highway Engineer  
..... Bridge Engineer  
H. C. Weathers, Gainesville..... Testing Engineer  
F. W. Berry, Jr., Tallahassee..... Office Engineer  
..... Supt. of Equipment  
R. L. Bannerman, Tallahassee..... 1st Division  
Counties—Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf,  
Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa  
Rosa, Wakulla, Walton, Washington.  
M. P. Philips, Lake City..... 2nd Division  
Counties—Baker, Bradford, Clay, Columbia, Dixie, Duval, Ham-  
ilton, Lafayette, Madison, Nassau, St. Johns, Suwannee, Tay-  
lor, Union.  
R. C. Fergus, West Palm Beach..... 3rd Division  
Counties—Brevard, Broward, Collier, Dade, Glades, Hendry, Indian  
River, Lee, Martin, Monroe, Okeechobee, Palm Beach, St. Lucie.  
L. B. Thrasher, Ocala..... 4th Division  
Counties—Alachua, Citrus, Flagler, Gilchrist, Herndando, Lake,  
Levy, Marion, Orange, Putnam, Seminole, Sumter, Volusia.  
Henry Wilson, Lakeland..... 5th Division  
Counties—Charlotte, Desoto, Hardee, Highlands, Hillsborough,  
Manatee, Osceola, Pasco, Pinellas, Polk, Sarasota.

### Auditing Division

S. L. Walters, Tallahassee..... Auditor

B. A. Meginniss, Attorney for the Department,  
Editor and Business Manager.

VOLUME VI      November, 1929      Number 11



## Ultimate Goal of Low Cost Roads

By JAMES W. BROOKS,

Director American Highway Educational Bureau

THE growing need for a greater mileage of low-cost roads as a means of spreading the benefits of highway improvements over the entire country is being given intensive study and application by state and Federal highway authorities.

This need is recognized as a most essential part of the country's highway program. It has at no time been overlooked, notwithstanding the immediate necessity for high type construction around heavy traffic centers to prevent the absolute wrecking of the whole program by excessive road repair costs. As a matter of fact, road replacement on many of the original projects is already coming up, with road widening hardly begun, and there is no prospect of the nation's road-building enterprise ever reaching anything like an easy stage. There can be no let-up except at the risk of heavy loss to the public.

In the matter of low-cost road, it may be set down as the truth that its ultimate goal is toward one of the higher types as it advances in social and economic service to the public. In the meantime it is needed as an adjunct to the heavy traffic lanes, functioning somewhat in the capacity of a branch line railway and over which traffic requirements may be met with less expensive roadbed.

The claim is made that farms are not being motorized as rapidly as they should be, and that to achieve this result more highway capital should be spent in that direction. Perhaps, but it must be remembered that highways are being built from motor vehicle revenue, and that of the approximate 25,000,000 cars now in use, only about 5,500,000 were owned at the farm end of the road as late as last year. Original sources of highway income indicate, however, where motor traffic is heaviest and where the most money should be spent, but notwithstanding this guide, the farm end of the road is already getting a much larger percentage of highway construction capital than it is paying in, when studied from the standpoint of car ownership.

Concerning the task which confronts highway officials and engineers in adjusting the various types of construction to fit traffic demands, it should be remembered that since the first step in Federal Aid road building was taken in 1916, the power equivalent of more than one billion horses has been thrown upon the highways of this country. This new power appeared in the form of gasoline engines, approximately 21,000,000 in number, between 1916 and 1928, according to motor vehicle registration figures for that period, and allowing an average of fifty horse-power to each engine. The amount of increased tonnage moved by this new power is utterly beyond calculation. Never before in the history of transportation have engineers had to cope with the difficulty of providing adequate

(Turn to page 23.)



## TRANSACTIONS OF THE DEPARTMENT AT QUARTERLY MEETING

(Continued from page 3.)

## CONSTRUCTION BIDS—(Continued)

## Project 63-A—Road 4—Palm Beach County—Plain Cement Concrete

H. E. Wolfe	St. Augustine	Standard Aggregates	\$257,400.62
H. E. Wolfe	St. Augustine	Local Aggregates	268,216.52
F. J. McGuire	West Palm Beach	Standard Aggregates	292,982.10
F. J. McGuire	West Palm Beach	Local Aggregates	336,245.70
W. S. Lockman	West Palm Beach	Standard Aggregates	297,417.85
W. S. Lockman	West Palm Beach	Local Aggregates	297,417.85
R. G. Lassiter	Jacksonville	Standard Aggregates	264,025.88
R. G. Lassiter	Jacksonville	Local Aggregates	264,025.88
Morgan-Hill Paving Co.	Miami	Standard Aggregates	242,843.14
Morgan-Hill Paving Co.	Miami	Local Aggregates	240,679.96
S. P. Snyder & Son	West Palm Beach	Standard Aggregates	303,041.07
S. P. Snyder & Son	West Palm Beach	Local Aggregates	308,449.02

## Project 70—Road 5—Charlotte County—Peace River Bridge

W. S. Lockman Const. Co.	West Palm Beach	With Bascule	\$954,714.45
W. S. Lockman Const. Co.	West Palm Beach	Without Bascule	916,714.45
C. E. Hillyer	Jacksonville	Without Bascule	870,224.95
Hardaway Contr. Co.	Columbus, Ga.	Without Bascule	969,059.05
Raymond Conc. Pile Co.	New York, N. Y.	Without Bascule	819,242.30
MacDougald Const. Co.	Atlanta, Ga.	Without Bascule	836,521.49
R. C. Huffman Const. Co.	Miami	With Bascule	949,554.38
R. C. Huffman Const. Co.	Miami	Without Bascule	912,875.38
Nashville Bridge Co.		Bascule only	51,000.00
American Bascule Bridge Co.		Bascule only	39,207.00
Tampa Shipbuilding Co.		Bascule only	38,984.00

## Project 870—Road 143—Palm Beach County—Treated Rock Base

Cone Bros. Const. Co.	Tampa	Alternate No. 1	\$174,226.62
R. C. Huffman Const. Co.	Miami	Alternate No. 1	167,820.26
R. C. Huffman Const. Co.	Miami	Alternate No. 2	109,289.14
S. P. Snyder & Son	West Palm Beach	Alternate No. 1	213,872.54
S. P. Snyder & Son	West Palm Beach	Alternate No. 2	159,930.26
Powers, Bryan & Holloway	West Palm Beach	Alternate No. 1	211,667.82
Powers, Bryan & Holloway	West Palm Beach	Alternate No. 2	174,237.32
Atlantic Dredging & Const. Co.	Auburndale	Alternate No. 1	225,045.00
Atlantic Dredging & Const. Co.	Auburndale	Alternate No. 2	174,763.92
Everglades Const. Co.	Hialeah	Alternate No. 1	195,913.81
Everglades Const. Co.	Hialeah	Alternate No. 2	238,072.69
S. J. Groves & Sons Co.	Orlando	Alternate No. 1	182,380.57
S. J. Groves & Sons Co.	Orlando	Alternate No. 2	104,808.70

## Project 706-A—Road 28—Putnam and Clay Counties—Rock Base Surface Treated

T. B. Gillespie, Inc.	Palatka	Using Slag Surface	\$150,590.40
T. B. Gillespie, Inc.	Palatka	Using Rock Surface	150,590.40
L. M. Gray	Gainesville	Using Slag Surface	156,533.60
L. M. Gray	Gainesville	Using Rock Surface	156,533.60

## BIDS ON FURNISHING MATERIALS

## Project 20—Road 1—Holmes and Washington Counties—Approximately 10,000 Tons Florida Lime Rock

Fla. Basic Rock Co.	Marianna	Unit Price \$1.50	\$ 15,000.00
Lanier & Co.	Jacksonville	Unit Price \$1.49	14,900.00
Marianna Lime Prod. Co.	Marianna	Unit Price \$1.60	16,000.00
		Shipped from Limerock, Fla.	
Marianna Lime Prod. Co.	Marianna	Unit Price \$1.45	14,500.00
		Shipped from Cottondale, Fla.	

## Project 726—Road 19—Dixie County—Approx. 3,400 Tons Crushed Stone

Standard Rock Co.	Morrison	Unit Price \$4.10	\$ 13,940.00
Florida Crushed Stone Co.	Tampa	Unit Price \$3.00	10,200.00

## Project 756—Road 19—Marion County—Approx. 139,473 Sq. Yds. Florida Lime Rock

Materials Producer Co.	Tampa	F. O. B. Cars	\$ 36,940.08
Materials Producer Co.	Tampa	In Road @ 52c	72,525.96
Broadbent Const. Co.	Ocala	F. O. B. Cars	48,815.55
Broadbent Const. Co.	Ocala	In Road @ 65c	90,657.45
L. B. McLeod	Tampa	F. O. B. Cars	44,441.82
L. B. McLeod	Tampa	In Road @ 44c	61,368.12
Williston Shell Rock Co.	Williston	F. O. B. Cars	41,316.10
Williston Shell Rock Co.	Williston	In Road @ 42c	58,578.66

## Project 669-Y—Road 27—Collier County—Approx. 49,900 Tons Florida Lime Rock

C. C. Hannar & Co.	Tallahassee	Delivered at One Point	\$138,223.00
Williston Shell Rock Co.	Williston	Delivered at One Point	92,065.50
Florida Lime Rock Sales Corp.	Ocala	Delivered at One Point	99,301.00
Material Producers, Inc.	Tampa	Delivered at One Point	88,822.00
Material Producers, Inc.	Tampa	Delivered at Four Points	91,566.50
Material Producers, Inc.	Tampa	Delivered at Two Points	91,566.50



At the conclusion of the reading of the above bids, the Chairman stated that awards of contracts will be announced at this Court House tomorrow morning at ten o'clock. Whereupon, the Department recessed and then resumed its session at the office of the Department at the Martin Building.

#### **ROAD 23—SUMTER, PASCO, HERNANDO, POLK, HILLSBOROUGH AND MANATEE COUNTIES**

A delegation of representatives from Sumter, Pasco, Hernando, Polk, Hillsborough and Manatee counties appeared before the Department, as follows: Sumter County, Samuel W. Getzen; Pasco County, A. F. Price, W. V. Gilbert, B. A. Thomas, J. S. Sparkman, W. A. Sparkman, D. H. Clark, A. L. Auvil and W. M. Larkin; Hernando County, R. S. Smith; Polk County, Reed Robinson, J. W. Foley and J. O. Singletary; Hillsborough County, W. T. Williams, J. N. Holmes, J. W. Lester, John T. Gunn, W. T. Watkins and John T. Lowe; Manatee County, M. O. Harrison and H. P. Perry.

Messrs. Getzen, Williams, Thomas, Larkin and Robinson of the delegation addressed the Department, requesting that the State take over for maintenance that section of Road 23 in Hernando County. After some discussion the delegation revised its request and asked that the survey of both branches of Road 23 be completed and that the State then advertise for the construction of that section in Hernando County. The delegation was informed that the Department will proceed as requested.

#### **ROADS 2 AND 17—POLK COUNTY**

Messrs. Reed Robinson, J. W. Foley and J. O. Singletary composed a delegation from Polk County, who appeared before the Department and requested the completion of Roads 2 and 17, including the missing bridges on State Road 2. The Chairman advised these gentlemen that both roads will be constructed during 1930.

There was brought to the attention of the Department a situation with reference to the condition on Road 2 on North and South Charleston Avenue in Fort Meade. It was stated to the delegation that the Department later during this session will take action with reference to the bridges on State Road 2 and will remedy the situation in Fort Meade when the report of the Engineer as to the bridges is received, and at the same time will take action on the remaining projects on Road 17.

#### **ROAD 5—HILLSBOROUGH COUNTY**

Messrs. W. T. Williams, Chairman, J. N. Holmes, J. W. Lester, John T. Gunn and W. T. Watkins, County Commissioners of Hillsborough County, reported to the Department that they have secured 95% of the right of way for State Road 5 from Sulphur Springs to the Pasco County line.

The Commissioners requested information as to the status of the Department's program with reference to Road 5 at the southern end of the county. They were informed that this construction would possibly be placed in next year's budget.

The Commissioners also presented to the Department a request that the State take over for maintenance that portion of Road 5 from 40th Street in the City of Tampa to a point 1,000 feet east of Six Mile Creek. They were informed that this request would be given consideration later at this meeting.

#### **OLD TAMPA-PLANT CITY ROAD—HILLSBOROUGH COUNTY**

The County Commissioners of Hillsborough County likewise asked if the Department would accept a right of way of 66 feet on the present county road between Plant City and Tampa, in view of the fact that acquisition of the same was commenced prior to October 1st, assuming, of course, that the said road is by future legislation made a state road. The members of the Department expressed themselves as confident that this width would be satisfactory, in view of the circumstances stated.

#### **ROAD 17—HILLSBOROUGH COUNTY**

The Commissioners reported to the Department that they have secured, and can turn over promptly to the Department, the right of way for State Road 17 between Plant City and the Polk County line. They were requested to turn over the deeds, together with plat showing the conveyances covering such right of way.

#### **FLORIDA MATERIALS FOR USE IN FLORIDA ROADS**

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, The State Road Department of the State of Florida realizes that the prosperity and development of the State depends in a large measure upon the development and support of the industries and business institutions within the State; and

WHEREAS, This Board is probably spending more money for labor and material than any other agency or institution within this State; and

WHEREAS, This money so disbursed by this agency belongs to the tax payers of the State of Florida; and

WHEREAS, This Board feels that it is not only its duty to contract for the road work of the State as advantageously as possible, but it is also its duty to see that the money for purchases incident to building and maintaining the highways of the State is spent, as far as possible, with the tax payers of the State,

THEREFORE, BE IT RESOLVED That it is the sense of this Board that all parties having contracts with the State Road Department of Florida be requested to restrict their purchases, as far as possible, to materials produced within the State, or materials distributed by responsible and dependable Florida dealers.

BE IT FURTHER RESOLVED, That it will be the future policy of this Board to see that the funds of this Department are expended, as far as possible, with the material dealers and producers of this State;

BE IT FURTHER RESOLVED, that the action of any and all contractors adhering to this policy will be taken by this Board as a demonstration of sincere co-operation in upbuilding Florida;

BE IT FURTHER RESOLVED, That the failure of any contractor to conform to the terms of this resolution shall be considered sufficient grounds for this Board to reject future bids from such contractors; and

BE IT FURTHER RESOLVED, That the Project Engineers shall keep a close check on the source of supplies and report same to the Board.

On motion of Mr. Graham, seconded by Mr. Perkins, the Department stood adjourned until two-fifteen o'clock P. M.

#### **AFTERNOON SESSION—2:15 O'CLOCK**

Present as at morning session.

#### **ROADS 48, 102 AND 49—BRADFORD, UNION AND BAKER COUNTIES**

Messrs. Ernest Amos, Comptroller, W. V. Knott, Treasurer, W. S. Cawthon, Superintendent of Public Instruction, Fred H. Davis, Attorney General, and W. M. Igou, Secretary of State, members of the Board of Commissioners of State Institutions, together with J. S. Bitch, Superintendent of the State Prison Farm, and other interested citizens appeared before the Department with reference to the construction of the roads from the State Prison Farm to connect with State Road 1 at Macclenny and State Road 13 at Starke, in accordance with the provisions of Chapter 13834, Laws of 1929 (P. 647). After full discussion of the matter, on motion of Mr. Shands and seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the road from the State Prison Farm to Starke and the road from said State Prison Farm to Macclenny be immediately located by engineers of this Department, in accordance with the provisions of Chapter 13834, Laws of 1929, and that when the location provided for shall have been definitely made, that the Board of Commissioners of State Institutions be notified, to the end that said Board of Commissioners of State Institutions may make arrangements for furnishing labor for the construction of said roads, in pursuance of the provisions of said Act.

#### **ROAD 2—ORANGE COUNTY**

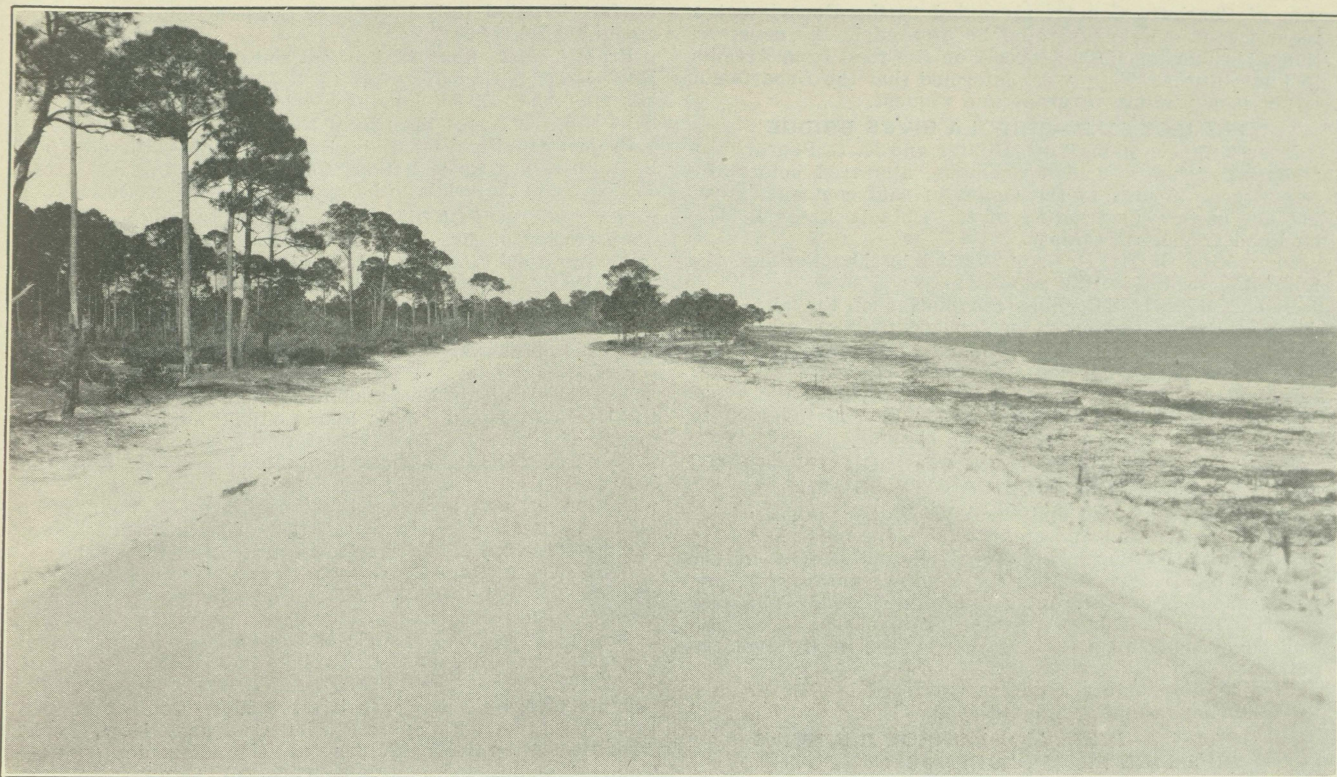
Senator Franklin O. King and Mr. James L. Giles, of Orlando, presented to the Department a request that Project 74, Road 2, be extended south in Orlando, from Amelia Avenue to Church Street.

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That Project 74 be extended from its present terminus in Orlando at Amelia Avenue, to Church Street in said city, and that the U. S. Bureau of Public Roads be requested to participate in the construction of this extension.

Mayor James L. Giles, of Orlando, requested that paving of Road 2 through Orlando be done by the Department, without expense to the city. He was informed that his





Road 10, on the Gulf. Rock Base.

request would be taken under advisement, for further consideration at this meeting.

#### ROAD 4—DUVAL COUNTY

Mr. Lacey Mahon, of Jacksonville, presented to the Department a request that the route of State Road 4 in Duval County, from the city limits of South Jacksonville to the St. Johns County line, as now used and traveled, be adopted as the official and final location of said road, and that the Department do complete the construction of said road on that location. After discussing the matter at some length, Mr. Perkins, member of the Department, was requested to secure data as to the present status of the right of way on the location heretofore designated, as well as the status of present construction, and report the same to the Department at its next meeting.

#### ROAD 5-A—LAFAYETTE COUNTY

Judge Hal W. Adams, of Mayo, headed a delegation of citizens from Lafayette County, who requested that slag be used as the material for the surface treatment of that portion of State Road 5-A between Mayo and Brantford. Judge Adams was informed that this request can not be complied with, as the contract has already been let on the basis of using Florida rock, but that the Department will assure the citizens of Lafayette County that the road will be constructed and maintained in first class condition.

#### ROAD 10—FRANKLIN COUNTY

Messrs. R. Don McLeod, Jr., S. E. Teague and J. P. Coombs, of Apalachicola, requested information of the Department as to its program with reference to the permanent replacement of that portion of State Road 10 in Franklin County which was damaged by the recent storm. The delegation was assured that this road will be permanently reconstructed long before the bridge across Apalachicola Bay can be constructed; or, in other words, that permanent reconstruction will be accomplished with all possible dispatch.

#### STATE ROAD 78—ST. JOHNS AND DUVAL COUNTIES

A delegation from St. Johns and Duval Counties, composed of Messrs. W. A. MacWilliams, Joseph C. Stehlin, Wm. P. Belote, C. Samuel Johnson, Albert A. Stoddard, F. Perry, H. M. Guin, R. M. Williams, J. L. Hammond, Spence Perry and A. C. Skinner, appeared before the Department to ascertain its program with reference to the paving of State Road 78 between Jacksonville Beach and St.

Augustine. They were informed that the Department has already set machinery in motion to put a convict crew to re-shaping the grade in November of this year, and that the same crew will follow up the work by surfacing the same. They were further assured that the paving will be completed before the end of 1930.

#### ROAD 82—COLUMBIA COUNTY

Senator W. W. Phillips, and Messrs. J. N. Sikes, Chairman, and A. G. Paul, Secretary of the Board of Bond Trustees of Columbia County, stated to the Department that Columbia County can put up between \$165,000.00 and \$175,000.00 on the grading of State Road 82 in said county, and asked that the Department start work on the same now or early in the year 1930.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That if and when the Bond Trustees of Columbia County shall turn over to the State Road Department, in cash, the monies available therefor, that the Department will proceed to apply the same to the grading of State Road 82, either by the letting of contract or by the use of convicts on said work, and to the extent of the money turned over by said county to the Department.

#### ROAD 28—COLUMBIA COUNTY

Mr. A. G. Paul stated to the Department that the Board of Bond Trustees of Columbia County has between \$79,000.00 and \$89,000.00 which they can turn over to the Department to be applied in the construction of the remaining project on Road 28 in said county.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That this Department do accept from Columbia County the sum of \$80,000.00, and that it do place in the 1930 budget for the early letting of contract or construction otherwise, the remainder of State Road 28 in said county.

#### ROAD 85—INDIANTOWN TO OKEECHOBEE

Messrs. F. J. Parker and A. W. Young appeared before the Department and requested that the State complete State Road 85 between Indiantown and Okeechobee. They were informed that the Department is not authorized to comply this request.

#### ROAD 86—CHARLOTTE COUNTY

Messrs. Thomas Butler, Harry Cowling and J. C. Ander-



son, of Charlotte County, presented to the Department a request that emergency relief be granted in the construction of bridges over Shell Creek, on the road from Arcadia to Punta Gorda. They were informed that the Department is not in a position to grant this request.

#### PROJECT 634-B—CHIPOLA RIVER BRIDGE

Messrs. R. P. Coble, H. G. Hunter and K. L. Ponzer, representing Atlantic Bridge Company, appeared before the Department to present the claims of said company, growing out of the construction of the Chipola River Bridge, on Road 1, Jackson County.

On motion of Mr. Graham, second by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the matter of the claims of Atlantic Bridge Company for the construction of Project 634-B, over Chipola River, Road 1, Jackson County, be referred to the Chairman and State Highway Engineer for investigation, and for proper adjustment in the event that they shall find that the Department is indebted to said company on all or any of said claims.

#### ROAD 4-A—DADE AND MONROE COUNTIES—PIPE LINE FROM FLORIDA CITY SOUTH

Messrs. A. E. Bacon and Cecil W. Watson appeared before the Department and stated that a franchise had been granted to A. E. Bacon, his associates and assigns, by the Counties of Dade and Monroe, for the construction and maintenance of a water pipe line along Road 4-A in said counties, from Florida City south, but that such permission was conditioned upon its approval by the State Road Department.

Upon motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

#### ROAD 4-A—DADE AND MONROE COUNTIES PIPE LINE FROM FLORIDA CITY SOUTH

WHEREAS, The County of Dade and the County of Monroe have granted unto one A. E. Bacon, his successors and assigns, authority and permission to install water pipe lines along Road 4-A from Florida City south, and over the island of Key Largo within Monroe County, for the purpose of distributing water for irrigation purposes to the inhabitants of said territory; and

WHEREAS, one of the conditions of the grant of authority by the County Commissioners of Dade County is, that the same is subject to the approval of this Department before the authority granted shall become effective; and

WHEREAS, There are attached hereto, marked Exhibits A and B, respectively, copies of the resolutions adopted by said Boards of County Commissioners of Dade and Monroe counties,

NOW THEREFORE, BE IT RESOLVED By the State Road Department of the State of Florida, that this Department does approve, ratify and confirm the said permission so granted, subject, however, to all the terms and conditions contained in the resolutions aforesaid, and upon the further conditions by this Department, to-wit:

(a) That said pipe line shall be laid, constructed and maintained in accordance with the directions of and under the supervision of the Engineer of this Department, and in such manner as shall be by him directed.

(b) The right and privilege herein granted so to locate and construct said pipe line over, under and upon the right of way of said road are granted only to the extent of this Department's right, title and interest in the land to be entered upon and used by the Licensee, and it is distinctly understood that this Department does not warrant or guarantee title to said right of way for the purposes covered in said permission.

#### CONSIDERATION OF BIDS

At this juncture, the members began the consideration of bids received at this morning's session for road and bridge construction, and the following actions were taken:

#### AWARD OF CONTRACTS

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, The Department has this day received bids for the construction of the projects hereinafter named; and

WHEREAS, The firms and individuals hereafter respectively indicated were the lowest responsible bidders therefor; Now, Therefore,

BE IT RESOLVED, That contracts be and they are hereby awarded to said lowest responsible bidders, and that the Chairman be and he is hereby authorized to execute contracts for the following named projects, to-wit:

Project 62-C, Road 24, Osceola County—Lime Rock Base

Surface Treated, to L. B. McLeod Construction Co., Tampa; amount, \$210,471.95.

Project 706-A, Road 28, Putnam and Clay Counties—Lime Rock Base, Surface Treated, to T. B. Gillespie, Inc., Palatka; amount \$150,590.40, using Florida rock surface, plus the sum of \$1,530.00 for the use of resilient type guard rail.

Project 870, Road 143, Palm Beach County—Treated Rock Base, to S. J. Groves & Sons Co., Orlando; Amount, \$104,808.70, using materials to be taken from existing canal.

#### CONDITIONAL AWARDS

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, This Department has this day received bids for the construction of the projects hereinafter named; and

WHEREAS, The firms and individuals hereafter respectively indicated were the lowest responsible bidders therefor; and

WHEREAS, This Department has not yet received from the U. S. Bureau of Public Roads official authority for the award of contracts; Now, therefore,

BE IT RESOLVED, That when official authorization shall be received from said Bureau for the awards and construction of said projects, that the Chairman be and he is hereby authorized to award and execute contracts for the construction of the same, as follows, to-wit:

Project 62-A, Road 24, Osceola County—Lime Rock Base, Surface Treated, to L. B. McLeod Construction Co., Tampa; amount using Florida rock, \$17,850.90; using slag \$17,977.20.

Project 63-A, Road 4, Palm Beach County—Plain cement concrete, to Morgan Hill Paving Co., Miami; Amount, \$240,679.96.

Project 70, Road 5, Peace River Bridge—Contractor (for bridge)—Raymond Concrete Pile Company, New York; Amount, \$819,242.00; Contractor (for Bascule span)—Tampa Shipbuilding & Engineering Co., Tampa; Amount, \$38,984.00.

BE IT FURTHER RESOLVED, That the material used on Project 62-A shall be that approved by the U. S. Bureau of Public Roads;

BE IT FURTHER RESOLVED, That on Project 70, contract for the bascule span shall not be awarded and executed until the engineers have checked the bid of the lowest bidder and ascertained that the figures and quantities therein stated are correct.

BE IT FURTHER RESOLVED, That it is the sense of this resolution that the awards herein indicated are subject to receipt from the Bureau of Public Roads of authority to construct and an indication of the type in which said Bureau will participate.

#### BIDS ON MATERIALS

On motion of Mr. Shands, seconded by Mr. Graham, the consideration of bids on materials was deferred until tomorrow morning.

On motion of Mr. Shands, seconded by Mr. Perkins, the Department stood adjourned until nine o'clock A. M. Tuesday, October 29th.

#### TUESDAY, OCTOBER 29, 9:00 A. M.

The Department met pursuant to adjournment. Present as on yesterday.

#### ROAD 29—OKEECHOBEE COUNTY

Honorable Ernest Amos, Comptroller, and Messrs. D. R. McNeill and J. H. McNeill, of Okeechobee County, appeared before the Department and requested that the Department execute to the Peoples' Bank of Okeechobee an agreement to permit the \$81,000.00 deposit of Okeechobee County Road 29 bond money, which was assigned to this Department at the failure of the said bank, to be frozen along with other deposits in the bank, in order that the People's Bank might be re-opened. Mr. Amos explained to the Board that he would make a re-appraisal of the assets of the bank, and upon the result of this re-appraisal would determine whether or not the bank should be allowed to re-open or liquidation ensue.

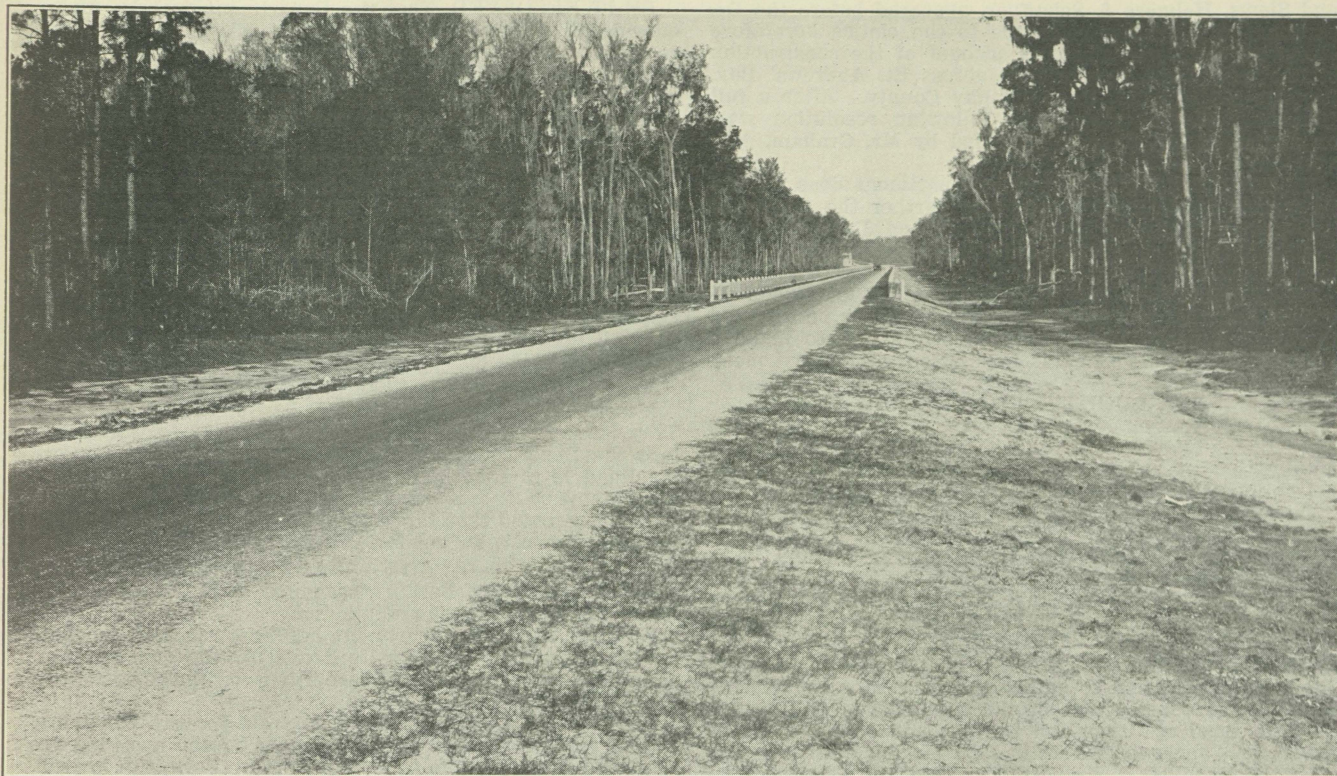
On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the matter presented be referred to the Chairman of this Department, with authority to act in said matter, on the recommendation of the Comptroller.

#### EXTENSION OF STATE ROAD 10 FROM WAKULLA TO ST. MARKS

Honorable W. S. McLin appeared before the Department and called attention to an Act of the 1929 Session





Project 659, Road 3, Clay County.

of the Legislature, authorizing the Department, out of any available funds, to construct and pave a road from the intersection of Road 10 at Wakulla Station to St. Marks. Mr. McLin asked that pavement be done at this time. The request was taken under advisement for further consideration at this meeting.

At this juncture, the Department recessed to the County Court House, where announcement was made of the award of bids, as determined upon on yesterday. After which, meeting was resumed at the Department's headquarters in the Martin Building.

#### **AWARD OF CONTRACTS FOR MATERIALS PROJECT 756, ROAD 19, MARION COUNTY**

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

WHEREAS, This Department on yesterday received bids for the furnishing of approximately 139,473 square yards of Florida Lime Rock, delivered on State Road 19 in Marion County; and

WHEREAS, Williston Shell Rock Company, of Williston, was the lowest responsible bidder, thereon, on the basis of payment for said rock measured in an 8-inch compacted base on said project; Now, therefore,

BE IT RESOLVED, that contract for said purchase be and the same is hereby awarded to Williston Shell Rock Company, at and for the unit price of 42c per square yard, measured in an 8-inch compacted base on said road, or approximately the sum of \$58,578.60.

BE IT FURTHER RESOLVED, That this award is conditioned upon the said rock meeting State's specifications for Lime Rock, and upon the furnishing by Williston Shell Rock Company of good and sufficient surety bond for the faithful performance of said contract, premium on said bond to be paid by this Department.

#### **PROJECT 726—DIXIE COUNTY**

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, This Department on yesterday received bids for the furnishing of approximately 3,400 tons of Florida Crushed Stone; and

WHEREAS, Florida Crushed Stone Company, of Tampa, was the lowest responsible bidder therefor; Now, therefore,

BE IT RESOLVED, That contract therefor be and the same is hereby awarded to Florida Crushed Stone Company, at and for the sum of \$3.00 per ton, f. o. b. cars at Oldtown, Florida, or approximately \$10,200.00.

BE IT FURTHER RESOLVED, That this award is conditioned upon said rock stone meeting the State's specification for crushed stone, and upon Florida Crushed Stone Company furnishing good and sufficient bond for the due performance of said contract, the premium on said bond to be paid by this Department.

#### **PROJECT 669-Y, ROAD 27, COLLIER COUNTY**

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, This Department on yesterday received bids for the furnishing of approximately 49,900 tons of Florida Lime Rock; and

WHEREAS, Williston Shell Rock Company, of Williston, is the lowest responsible bidder therefor; Now, therefore,

BE IT RESOLVED, That contract therefor be and the same is hereby awarded to Williston Shell Rock Company, at and for the price of \$1.845 per ton, or approximately \$92,065.50, f. o. b. cars at sidings of the Atlantic Coast Line Railroad Company, constructed or to be constructed near Bonita Springs, and at siding of the Seaboard Air Line Railway Company at North Naples, not less than 5,000 tons to be delivered to the latter siding, and shipment of quantities to be designated by the engineer, not to exceed forty cars per day.

BE IT FURTHER RESOLVED, That this award is conditioned upon said rock meeting the standard specifications for Florida Lime Rock, and upon Williston Shell Rock Company furnishing good and sufficient surety bond for the faithful performance of said contract, the premium on said bond to be paid by this Department.

#### **PROJECT 20—HOLMES AND WASHINGTON COUNTIES**

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That all bids received on yesterday for furnishing approximately 10,000 tons of lime rock on Project 20, Road 1, Holmes and Washington Counties, be and the same are hereby rejected.

On motion of Mr. Shands, seconded by Mr. Graham, the Department was adjourned until two-fifteen P. M.

#### **AFTERNOON SESSION—2:15 P. M.**

The Department met pursuant to adjournment. Present as at morning session.

#### **PROJECTS 680 AND 681, ROAD 10—BAY COUNTY**

Messrs. R. G. Patterson, George M. Drake and Judge Francis B. Carter, representing Johnson, Drake & Piper



and Siems, Helmers & Schaffner, appeared before the Department with further reference to the claims heretofore filed with the Department, on account of the construction of East and West Bay bridges across St. Andrews' Bay, Projects 680 and 681, Road 10, Bay County. After a full discussion of the matter, the following resolution was, on motion of Mr. Shands, seconded by Mr. Graham, duly adopted:

BE IT RESOLVED, That this Department does rescind its former action declining to hear further the matter of the claims of Johnson, Drake & Piper, and Siems, Helmers & Schaffner, in connection with the construction of Projects 680 and 681;

BE IT FURTHER RESOLVED, That the matter be reopened and that the State Highway Engineer be directed to review the case with the contractors and to make a report of his findings to this Department at its next meeting.

#### POLK COUNTY—ROADS 2 AND 17

Mr. J. F. Rosen, of Polk County, appeared before the Department and asked if any action had yet been taken on the request submitted yesterday by the Polk County delegation, with reference to Roads 2 and 17 in said county.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be and he is hereby authorized to advertise for bids for the construction of Project 732, Road 17, Polk County, when the Department shall have received authority from the U. S. Bureau of Public Roads; and

BE IT FURTHER RESOLVED, That the State Highway Engineer be directed to gather the necessary engineering data on the construction of the five bridges on Road 2, between Bowling Green and Bartow, and on the block of paving on Charleston Street in Fort Meade; and

BE IT FURTHER RESOLVED, That the Chairman be and he is hereby authorized to advertise for bids for these construction projects for the December letting, if after report of the Engineer it shall be found proper and feasible.

#### PROJECT 695—LAKE COUNTY

A number of telegrams addressed to the Governor were referred to the Department, which telegrams came from Lake County citizens who requested that slag be used instead of Florida rock in the construction of State Road 2 from Lisbon to Eustis.

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the Department do take under consideration the protests, made in telegrams this day received, against the use of Florida rock on Road 2 between Lisbon and Eustis, and that the members do hereafter send in to the Department, by letter or telegram, their votes on the subject of the possible change to slag, as requested.

#### ROAD 58—GADSDEN COUNTY

Messrs. R. L. Sweger, E. H. Slappey, H. E. Masters, J. H. Turner, O. M. Tillis and H. W. Womack composed a delegation from Gadsden County, which requested the Department to take over and maintain with a surface treatment that section of State Road 58 between Havana and State Road 1. These gentlemen were informed that the Department is not in a position to comply with this request, but will take up consideration of the same when lawfully authorized to do so.

#### ROAD 19—LIBERTY COUNTY

Messrs. T. E. Shuler, Bertus Eubanks, Ernest T. Bass, Troy Sanders, J. O. Smith and R. L. Hosford appeared before the Department and requested assistance in completing Road 19 in Liberty County. They were informed that the Department can not comply with this request, but it was suggested that the matter be taken up again when the Department's budget for 1930 is under consideration.

#### PROJECT 70—ROAD 5—PEACE RIVER BRIDGE

On motion of Mr. Perkins, seconded by Mr. Shands, the following resolution was adopted:

WHEREAS, This Department has now received authority from the Bureau of Public Roads for the construction of project 70, bridge over Peace River (without bascule), Now, therefore,

BE IT RESOLVED, That the contract for the construction of said bridge be and the same is hereby awarded to Raymond Concrete Pile Company, of New York, the lowest responsible bidder, for the sum of \$819,242.00; and

BE IT FURTHER RESOLVED, That the authority heretofore granted to the Chairman, to award contract for the construction of the bascule span when the Department's Engineers have checked the quantities in the bid and when authority has been received from the Bureau of Public Roads, be and the same is hereby reaffirmed.

#### PROJECT 62-A—ROAD 24—OSCEOLA COUNTY

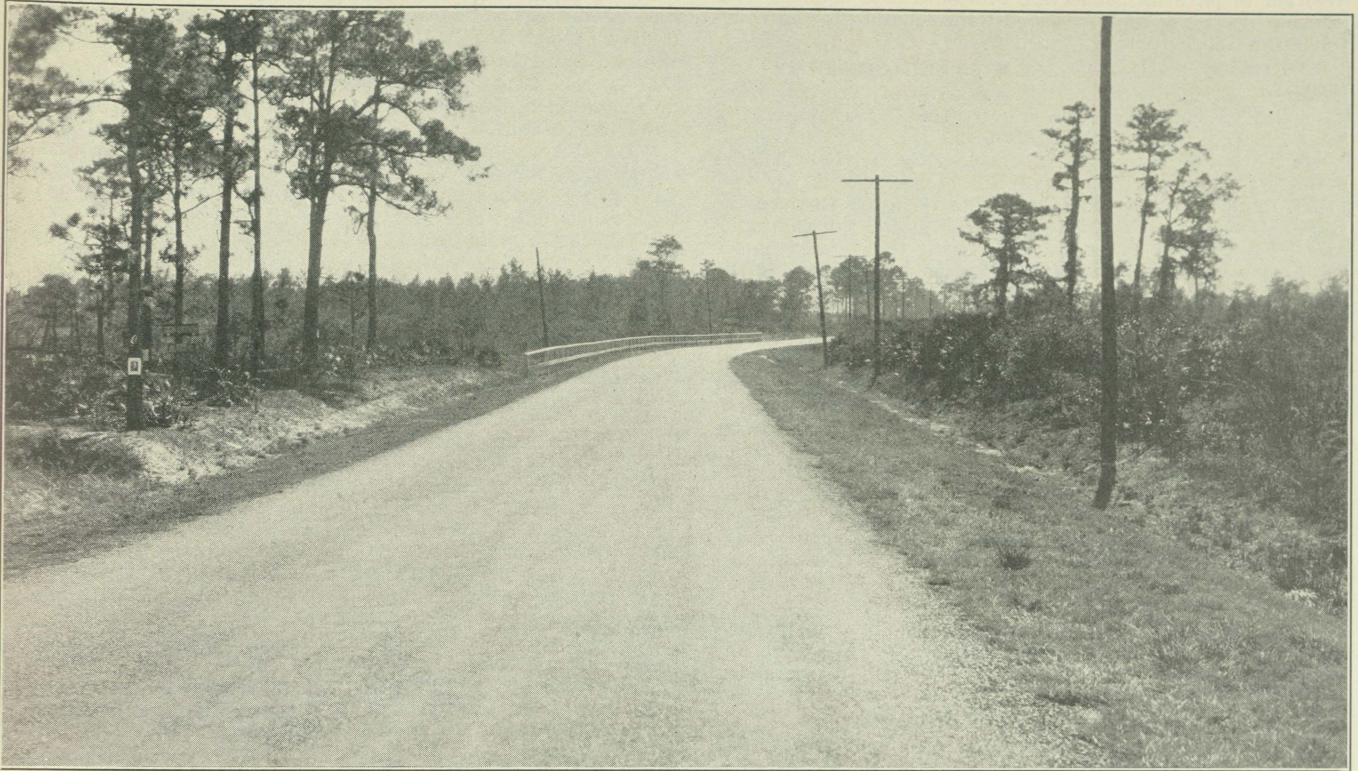
On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be and he is



Road 6, Surface-treated Sand-clay Base.





Project 40-E, Road 4, Brevard County.

hereby authorized to award the contract for the construction of a surface treated lime rock base on the above project, on the basis of bids therefor received on yesterday, when authority for such construction shall have been received from the U. S. Bureau of Public Roads.

#### GULF COAST HIGHWAY

The following gentlemen comprised a delegation appearing before the Department in the interest of the construction of the Gulf Coast Highway: C. P. Mays, E. H. Beckett, A. F. Knotts, J. H. Beal, J. W. Brooks, A. F. Staff, C. H. Overman and W. T. Edwards. The delegation requested the Department to adopt a resolution asking the U. S. Bureau of Public Roads to make a survey of the status of construction on the present Federal Seven Percent System in Florida, with a view to determining whether or not Florida is entitled to further allocation of mileage on said system.

On motion of Mr. Perkins, seconded by Mr. Shands, the following resolution was adopted:

**BE IT RESOLVED**, by the State Road Department of the State of Florida, That we hereby respectfully request the Federal Bureau of Public Roads to make a survey and report to this board at its early convenience, the amount of work necessary to be done and the sections upon which the same is to be done, to bring the existing Federal Aid System in this State to that condition of improvement which may be considered as sufficiently completed for present traffic.

The delegation then asked that if and when a re-allocation of mileage is made by the Bureau of Public Roads, that the same be placed on the Gulf Coast Highway. Whereupon Mr. Perkins offered the following resolution:

**WHEREAS**, The Florida Legislature in its 1929 session passed a concurrent resolution requesting the Federal Government to include what is known as the Gulf Coast Highway (State Roads Nos. 10 and 15) in the Federal Aid System; and

**WHEREAS**, The previously designated Federal Aid System in this State is about to be completed;

**THEREFORE, BE IT RESOLVED**, by the State Road Department of Florida, That the Federal Bureau of Roads be and it is hereby requested, in making further and additional allocations to the Federal Aid System in this State, to name and designate what is known as the Gulf Coast Highway System in this State as a part of such additional allocation, allocating said mileage as follows:

On Road No. 10, east via Lanark, St. Teresa, St. Marks to its junction with State Road No. 15; Road No. 10, from

Camp Walton to its junction with State Road No. 1, near Milton; Road No. 15, in Wakulla, Jefferson and Taylor Counties, and in Levy County, Road No. 15, from its junction with Road No. 13 south to St. Petersburg.

In the event that the present holders of the franchise for the bridge across the Apalachicola Bay do not exercise same by beginning construction by January 1st, 1930, that State Road No. 10, from Apalachicola to Carrabelle be also included in such allocation.

Mr. Perkins moved the adoption of the resolution, which failed for want of a second.

Mr. E. H. Beckett stated that the counties of Hernando, Citrus, Pinellas and Pasco will furnish and maintain a force of convicts to be used on the construction of State Road 15 between Wekiwachee Springs and Homosassa, if the Department will furnish the engineering supervision and the guard force necessary for such convicts. The members of the Department expressed themselves as willing to accept this proposal, if an official offer to that effect is made.

#### ROAD 10—FRANKLIN COUNTY

Mr. George B. Perkins, of Tallahassee, requested that a force of convicts be placed on the remaining grade of State Road 10 in Franklin County. He was informed that the Department cannot comply with this request.

#### EXTENSION OF ROAD 10 FROM WAKULLA STATION TO ST. MARKS.

Messrs. C. M. Ausley, Frank D. Moor, R. H. Gibson, T. P. Turner, George J. Sullivan and John A. Scruggs composed a delegation from Leon County which requested that the road from State Road 10 at Wakulla Station to St. Marks be constructed under the provisions of Chapter 13835, Laws of 1929. The delegation was assured that if and when the United States Government authorizes an expenditure for straightening and deepening the channel of the St. Marks River, the Road Department will construct this connecting road.

#### GEORGIA CONNECTION WITH STATE ROAD 10

The delegation last above mentioned also presented to the Department a suggestion that it ask the State of Georgia to pave its Route 3 from Thomasville to join with the terminus of the concrete Florida State Road 10 at the Georgia line.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

**BE IT RESOLVED**, That the Chairman of this Department be requested to ask the State Highway Department of



Georgia to pave its connection of Route 3 to connect with Florida Road No. 10, now paved with concrete to the Georgia State line.

#### GUARD RAIL—TRUSCON STEEL COMPANY

Mr. J. E. McCracken, representative of Truscon Steel Company, asked the Department to consider the use of a guard rail manufactured by his firm.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the State Highway Engineer be directed to go into the matter of the guard rail manufactured by Truscon Steel Company with the representative of that concern and make his recommendations to this Department.

#### BIDS ON TWO OR MORE PROJECTS

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That from and after the passage of this resolution, that it shall be the policy of this Department that wherever in its judgment any two or more projects advertised can efficiently and economically be handled by a single contractor, that the Department shall in its advertisement for bids invite such bidders to place their bids on the basis of performing the contract on each such project singly or upon the basis of handling such several projects as one; that is to say, will invite such contractors to offer the Department a reduction in unit prices, if awarded contract for more than one project.

BE IT FURTHER RESOLVED, That nothing in this resolution shall be construed as inviting proposals from contractors on any basis other than that set out in the advertisement and invitation for bids.

#### PURCHASE OF AUTOMOBILES

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

WHEREAS, It will shortly become necessary to replace certain State automobiles used by the Department in its operations; now, therefore, be it

RESOLVED, That the State Budget Commission be and they are hereby requested to authorize and approve an expenditure of Eighteen Thousand Dollars (\$18,000.00) of the income of this Department, known as State Road Department Maintenance Fund, for the purchasing of passenger automobiles, as the same shall be needed by this Department for replacement and until the budget is next adopted by the Legislature.

BE IT FURTHER RESOLVED, That a certified copy of this resolution be transmitted by the Chairman to said Budget Commission, with application that said request be allowed and approved.

#### ROAD 35—MADISON COUNTY

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, Madison County has available for the hard-surfacing of State Road No. 35, between Greenville and the Taylor County line, the sum of Seven Thousand (\$7,000.00) Dollars per mile; and

WHEREAS, Said county has offered the said sum of Seven Thousand Dollars per mile to this Department for the hard-surfacing of said road between said points, on condition that the Department shall hard-surface the same; now, therefore,

BE IT RESOLVED, by the State Road Department, That if and when Madison County shall make available to the said State Road Department the sum of Seven Thousand Dollars per mile, in cash, this Department will proceed to hard-surface said State Road 35 between Greenville and the Taylor County line.

BE IT FURTHER RESOLVED, That the Chairman be and he is hereby authorized to enter into such agreement or agreements as may be necessary to carry out the provisions of this resolution.

#### EMPLOYMENT OF RATE EXPERT

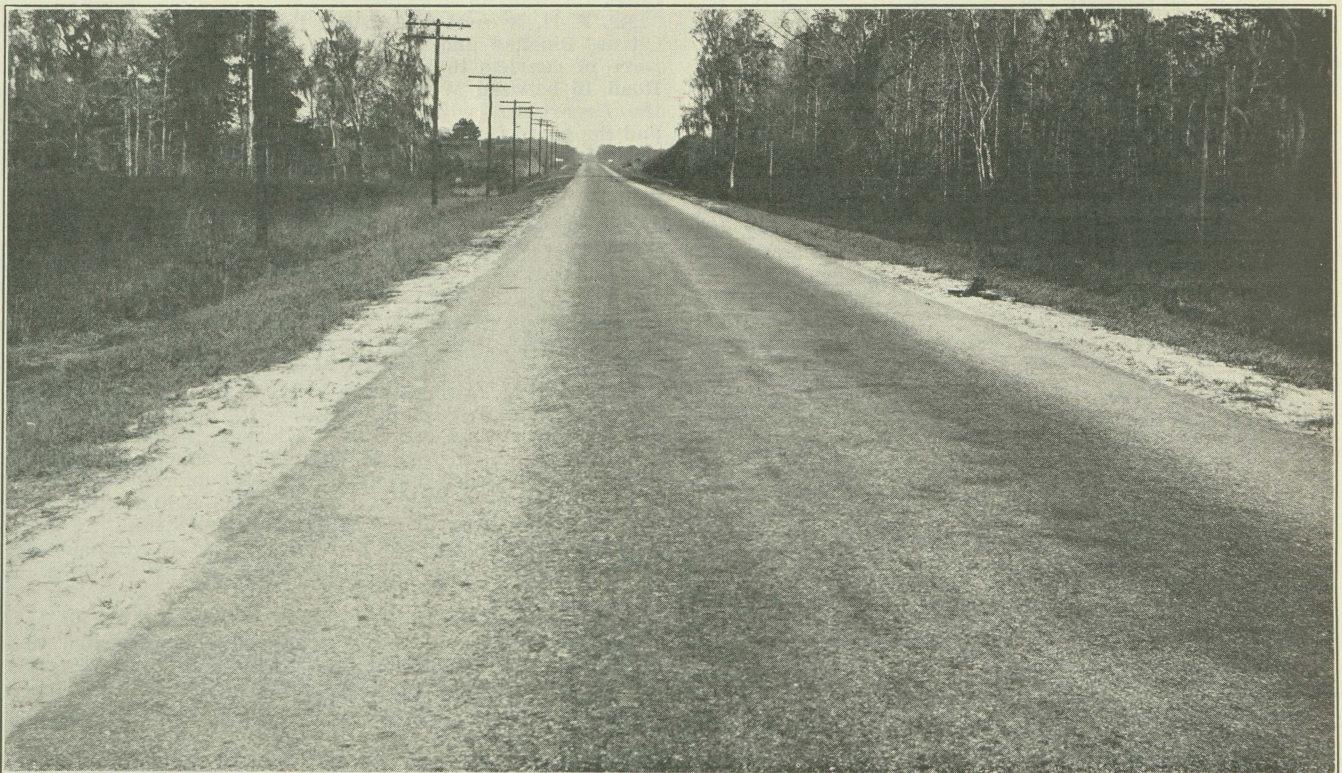
On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

WHEREAS, There are pending certain proceedings looking to the revision and modification of freight rates, which such changes will vitally affect this Department; and

WHEREAS, it is necessary, in order to conserve the Department's interests, that a trained and efficient freight rate man should be employed by the Department to present its case in such matters, as well as to watch and apply proper freight rates applicable, attend rate hearings in the interest of the State Road Department, and to check up on and secure return from carriers of overcharges of freight; and

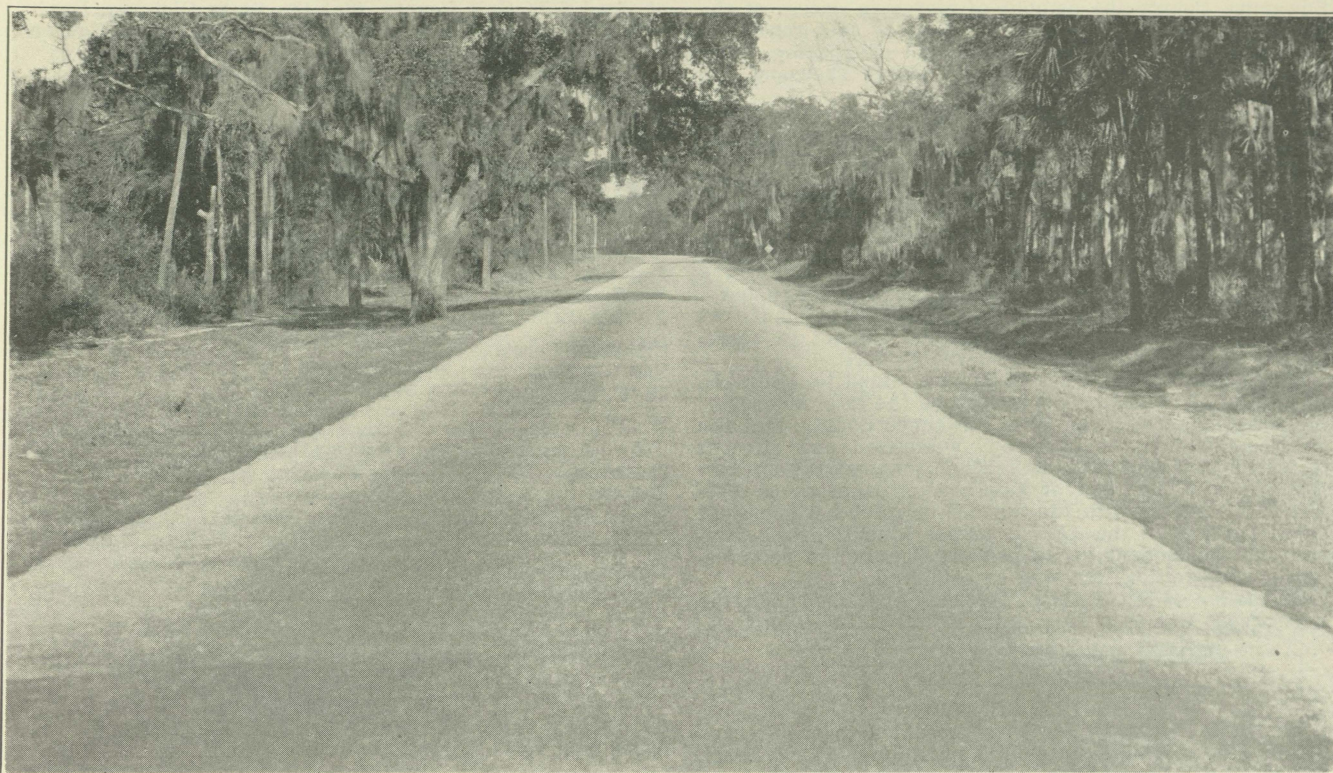
WHEREAS, No provision was made in the budget of salaries for the biennium 1929-1931 for the employment of a rate expert under that name; but

WHEREAS, This Department has available, from funds not expended but otherwise appropriated in said budget, more than a sufficient amount of funds to pay a reasonable salary for such services; and



Project 571, Road 1, Madison County.





Project 604, Road 4, Volusia County.

WHEREAS, It is the judgment of this Department that the employment of such rate specialist or expert will result in a saving to the Department of many times the amount of his salary, Now, therefore,

BE IT RESOLVED, That the State Budget Commission be and they are hereby requested to approve the employment of a Freight Rate Specialist by this Department, at an annual salary of Three Thousand (\$3,000.00) Dollars; and

BE IT FURTHER RESOLVED, That if and when this request shall be approved by the said Budget Commission, that the Chairman be and he is hereby authorized to fill the employment herein provided for.

BE IT FURTHER RESOLVED, That a certified copy of this resolution be transmitted by the Chairman to said Budget Commission, with application that said request be allowed and approved.

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That if and when the Budget Commission shall have authorized the employment of a rate expert, in pursuance of resolution this day adopted, that the Chairman be and he is hereby authorized to employ F. E. Harrison, Jr., of Tallahassee, for a term of six months, at an annual salary of \$3,000.00, and on the basis of said Harrison's letter directed to the Chairman of this Department.

#### ROAD 1—DUVAL COUNTY

The Department again took up the request presented on yesterday by the delegation from Duval County, that the Department pave to a width of 40 feet State Road 1, from McDuff Avenue to Broad Street in the City of Jacksonville. Mr. Perkins offered a resolution that the request be complied with, which resolution failed for want of a second. Whereupon, on motion of Mr. Perkins, seconded by Mr. Graham, the following resolution was duly adopted.

BE IT RESOLVED, That when the City of Jacksonville has money available and is ready to pave to a width of 48 feet the portion of State Road 1 in the City of Jacksonville, from McDuff Avenue to Broad Street, this Department will participate in the construction of said street, in accordance with the authority granted by Chapter 13833, Acts of 1929; that is to say, will participate in an amount equal to the cost of an 18 foot concrete pavement of the kind and type generally used by the State Road Department.

#### ROAD 4—BRIDGE OVER ST. LUCIE RIVER AT STUART

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That this Department do take over and maintain for a period of one year, the bridge over the St. Lucie River, on State Road 4 at Stuart.

#### ROAD 15—HERNANDO COUNTY

On motion of Mr. Perkins, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the Department do place the first available convict camp in that section, on the construction of State Road 15 from Wekiwachee Springs to Brooksville.

#### BIDS ON MATERIALS

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That from and after the passage of this resolution, bidders on road materials shall be required to attach to their bids a certified check for 5% of the amount of the bid, and in no case less than \$250.00; and that the bidder to whom contract is awarded shall be required to furnish a bond for one hundred percent (100%) of the amount of the contract, for the faithful performance of the same.

#### ROAD 50—SUWANNEE COUNTY

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

WHEREAS, Suwannee County turned over to the State Road Department, for the construction of State Road 50 in said county, the sum of Seven Hundred Eighty-two Thousand, Seventy-eight Dollars and Seventy-eight Cents (\$782,078.78); and

WHEREAS, During the construction of said road the said fund has been increased by the sum of Thirty-four Thousand, Nine Hundred Sixty-three Dollars and Three Cents (\$34,963.03), interest earned on the deposit of said funds, making a total available fund for the construction of said road of Eight Hundred Seventeen Thousand, Forty-one Dollars and Eighty-one Cents (\$817,041.81); and

WHEREAS, The said road has now been completed, at a cost of materially less than the amount of funds made available therefor, to-wit: for the sum of Seven Hundred Forty Thousand, One Hundred Forty-six Dollars and Sixty-six Cents (\$740,146.66); and

WHEREAS, It was agreed that upon the completion of such construction this Department would refund to said



Suwannee County the amount of money in excess of the amount required for the construction of said road, and has, in pursuance of said agreement, heretofore made refund to said county of the sum of Thirty Thousand Dollars (\$30,000.00); and

WEREAS, There is included in the amount of construction above set out an item of engineering on Project 719, amounting to Nine Thousand, Two Hundred and Sixty Dollars and Twenty-six Cents (\$9,260.26), and an item of engineering on Project 765, amounting to Eight Thousand, Fifty-seven Dollars and Fifty-eight Cents (\$8,057.58), and

WHEREAS, The Atlantic Coast Line Railroad Company will refund to this Department one-half the cost of the construction of an overhead crossing on said road; and

WHEREAS, It is the judgment of this Department that these items should be included in the amount to be refunded to Suwannee County, Now, therefore,

BE IT RESOLVED, That in making refund to Suwannee County of the amount over and above the total amount of the construction of Road 50 in Suwannee County, that the Chairman be and he is hereby authorized and directed to include the said item of \$9,260.26, engineering on Project 719, and the item of \$8,057.58, engineering on Project 765, together with the amount of refund which shall be received from the Atlantic Coast Line Railroad Company as the amount of its participation in the construction of the overhead crossing on said road.

On motion of Mr. Graham, seconded by Mr. Shands, the Department was adjourned until eight o'clock P. M.

### NIGHT SESSION—8:00 O'CLOCK

Present as at afternoon session.

#### MULE CENSUS

The State Highway Engineer presented to the Department a report of the number and condition of the livestock owned by the Department.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be and he is hereby authorized to advertise for bids and sell to the highest bidder seventy-nine mules and four horses, reported and designated by the State Highway Engineer as available for sale.

#### PINELLAS COUNTY—ROAD 64

The Chairman presented to the members a request of Mr. E. H. Beckett, County Commissioner, and Mr. C. E. Bursleson, County Engineer of Pinellas County, that the Department take over for maintenance Road 64 between Largo and the Gandy Bridge.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That this Department do take over for maintenance Road 64 between Largo and the Gandy Bridge, in Pinellas County.

#### ROAD 104—BRIDGE OVER ESCAMBIA RIVER

The Chairman directed the members' attention to a request that the Department reconstruct bridge across Escambia River, on Road 104 near Molino, which was damaged by a storm earlier in the year.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be requested to advise the officials of Pensacola that this Department is not in a position to comply with the request to construct a bridge across Escambia River on State Road 104, near Molino.

#### PROJECT 769—ROAD 5—CALOOSAHAATCHEE RIVER BRIDGE

The Chairman stated to the members that a request has been made for the opening of a 10 foot box culvert on the Fort Myers side of the Caloosahatchee River Bridge, and that the project engineer has advertised and received bids for the construction of the same, and that the low bid therefor has been submitted by Central Station Equipment Company, for the sum of \$3,530.00.

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That contract for the construction of a 10-foot box culvert on the Fort Myers side of the Caloosahatchee River bridge, Project 769, Road 5, be and the same is hereby awarded to Central Station Equipment Company, the lowest responsible bidder therefor, at and for its bid of \$3,530.00.

#### STATE ROAD 6—SURFACE TREATMENT

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That in the further surface treatment

of Road 6 in Gulf County, that the State Highway Engineer be and he is hereby authorized to try out a lighter treatment, using a local pea gravel.

#### AWARDS OF CONTRACTS APPROVED

The Chairman submitted to the Department a list of bids received since the last meeting of the Department, and stated that he had awarded contracts in each instance to the bidder designated by the asterisk (\*), which list is in the words and figures following, to-wit:

#### BIDS AWARDED SINCE LAST MEETING OF BOARD

Lime Rock Project—743		Tons	
Cottondale Lime Co.	15,000.00	1.76	\$28,400.00
Marianna Lime Prod. Co.	15,000.00	2.31	34,650.00
W. S. Hotchkiss	15,000.00	2.06	30,900.00
Florida Basic Rock Co.	15,000.00	1.92	*28,800.00
Chapman Carriage Co.—1 Truck Body			\$ 775.00
Smith & Neil Co.—1 Truck Body			850.47
W. C. Rivers—1 Truck Body			*745.00
B. W. Brown—1 Reo Chassis			*1,575.00
Alford Chevrolet Co.—1 Chassis			572.50
Tallahassee Motor Co.—1½ Chassis			611.35
Tallahassee Motor Co.—2-Ton Chassis			658.75
Mack Mentor Truck Co.—1½-Ton Chassis			3,225.75
Mack Mentor Truck Co.—1½-Ton Chain Drive			2,881.50
Government Surplus Goods Co.—			
100 dozen Hats	\$10.45		*\$1,045.00
Quinn, Marshall Co.—			
500 Blankets	3.25		*1,625.00

GOVERNMENT SURPLUS GOODS COMPANY, JACK-JACKSONVILLE, FLA.	
Blankets	
500 Blankets—Lot 100; 60% wool; each	\$1.42½
500 Blankets—Lot 200; 100% wool; each	3.15

Hats	
100 dozen—Lot A201; per dozen	*\$10.45
Army used Campaign Hats—Lot 301; per dozen	9.50
W. W. PHILLIPS, LAKE CITY, FLA., FOR QUINN-MARSHALL CO., LYNCHBURG, VA.	
Blankets	

500 Hunter Blankets—80% wool; olive drab color.	
Each	*\$ 3.25

#### L. S. BROWN, ATLANTA, GA.

Blankets	
Brown, Special Grade—Size 42x84; each	\$ 2.00
Brown, Special Grade—Size 63x84; each	3.00
Gray Twisted Wool—Size 60x80; each	1.25
O. D. Twisted Wool—Size 60x80; each	1.86
F. O. B. Gainesville, 60 days net.	

Hats	
Dakota, No. 34; each	\$ 1.37½
Columbia, No. 145; each	1.37½

Caps	
Twisted Twill, Striped. Each	.25
Regular Material, Striped. Each	.20

#### BENTLEY-GRAY COMPANY, TAMPA, FLA.

Blankets	
No. 6651-6—Part wool; size 66x80; 3-lb. Each	\$ 1.47
No. 1676-5—O. D. color; part wool; size 66x80; 3-lb. Each	1.55
No. 6628-6—Gray; all wool; size 60x80; 3-lb. Each	1.75
No. 6677-5—O. D. color; part wool; size 66x80; 4-lb. Each	1.75
No. 6629-6—Gray color; all wool; size 62x82; 3¼-lb. Each	2.25
No. 6314-6—Gray color; all wool; size 62x82; 4-lb. Each	2.57

Hats	
Black Wool Felt. Per dozen	\$ 7.65
Brown. Per dozen	7.65

#### HAPP BROS. COMPANY, MACON, GA.

Blankets	
Lot A. Each	\$ 2.00
Lot B. Each	2.25

Hats	
Black Wool. Per dozen	\$16.20

#### BEDFORD TOBACCO COMPANY

Blankets	
Lorraine. Size 60x80; 3-lb. Each	\$ 2.05
DAWSON-THORNTON CO., TAMPA, FLA.	
6628—3-lb. Size 66x80. Each	\$ 1.72½
6685—3-lb. Size 66x80. Each	2.02½
6677—4-lb. Size 64x80. Each	1.77½
6676—3-lb. Size 66x80. Each	1.57½
6653—4-lb. Size 66x80. Each	1.57½
6651—3-lb. Size 66x80. Each	1.47½



On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the action of the Chairman in awarding the contracts as listed in statements submitted this day, copy of which is entered in the minutes of this meeting, be and the same is hereby approved and confirmed.

**PROJECT 755—ROAD 17—POLK COUNTY**

The Chairman reported to the members that the contract heretofore entered into between the Department and B. Booth for the construction of Project 755, Road 17, Polk County, has been defaulted, and due notice thereof given to the surety. That the surety has requested the Department to advertise for bids and let a new contract for the completion of the work on said project.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the action of the Chairman in declaring a default in the contract with B. Booth for the construction of Project 755, Road 17, Polk County, be and the same is hereby ratified, approved and confirmed.

BE IT FURTHER RESOLVED, that the Chairman be and he is hereby authorized to advertise for bids for the completion of said defaulted contract, any expense in connection with same over and above the amount as figured in the original contract, to be borne by American Surety Company of New York, surety on the contract bond of B. Booth, on said project.

**ROAD 29—OKEECHOBEE COUNTY**

The Chairman reported to the members that, subsequent to the time when the Department acknowledged an indebtedness of \$210,000.00 to the County of Okeechobee, and the Department's agreement to use that amount on the construction of State Road 29 in said county, the Department's expenditures to commence after the county's money had given out, that the county found it impossible, on account of the failure of a bank, to proceed any further with said work. That, thereupon, the county proposed that if the Department would pay to F. W. Long & Company an estimate, in the sum of \$19,669.84 on Project 780, and \$750.71 on Project 781, and undertake the payment of the further estimates on said projects, the county would assign to the Department a deposit of \$91,361.54 in the Peoples Bank of Okeechobee, which had closed. That acting for the Department he accepted the said offer, and that the County of Okeechobee has duly assigned to the Department the deposits above mentioned, \$16,000.00 of which, however, or that proportion of \$16,000.00 which is actually paid, to be used in the construction of a road to the city cemetery from a point on State Road 29 nearest to said city cemetery. That included in the amount so assigned by the County were securities to the amount of \$10,000.00, placed by the Bank with the county as collateral security for the said deposit. That these securities have been converted into cash by the Receivers of the Bank and the amount of \$10,000.00 has been applied in payment of work on said State Road 29, so that the present amount covered by the assignment hereinabove mentioned is \$81,361.54. That the purport of the agreement between the County and this Department is that when the Department has completed payment of the contracts with F. W. Long & Company, it will further apply to the construction of State Road 29 such funds as it may recover from the deposit so assigned to it, and that in the event that it shall receive a sum greater than an amount sufficient to complete State Road 29 in Okeechobee County, such excess amount shall be refunded to the County of Okeechobee.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That this Department does hereby ratify, approve and confirm the agreement made with the County of Okeechobee by the Chairman of this Department, to accept assignment of the deposit of its monies in the suspended Peoples Bank of Okeechobee, and carry on the work of construction on State Road 29, as outlined in the above report of the Chairman.

**AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS**

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the Chairman and the State Highway Engineer, or in the event of his inability to go, one other engineer, be authorized to attend and represent the Department at the meeting of the American Association of State Highway Officials, to be held in San Antonio next month.

**ROAD 3—DUVAL COUNTY**

The Department again took up consideration of the request to widen State Road 3 from Trout River to the Municipal Air Port in the City of Jacksonville. After discussing the matter at some length, it was agreed that Mr. Perkins will bring the matter again to the attention of the Department in connection with its Budget for 1930.

**ROAD 5—HILLSBOROUGH COUNTY**

The Department gave consideration to the request made of it on yesterday, that the State take over for maintenance that portion of Road 5 from Fortieth Street in the City of Tampa to a point 1000 feet east of Six Mile Creek. It was agreed that the Department is not in a position to comply with this request.

**ROAD 2—ORANGE COUNTY**

The Department took up for consideration the request that State Road 2 through Orlando be widened at the State's sole expense. Mr. Perkins offered a resolution that the request be granted, which motion failed for the want of a second. Whereupon, it was agreed by the other members that, whereas the Department can not widen the road as requested, it will extend its paving project in Orlando from Amelia Avenue, the present terminus, to Church Street in said City.

**AGREEMENTS WITH SEABOARD AIR LINE RAILWAY COMPANY**

Upon motion of Mr. Shands, seconded by Mr. Perkins, the following resolutions were adopted:

**AGREEMENT WITH SEABOARD AIR LINE RAILWAY COMPANY COVERING HIGHWAY CROSSING PROJECT 820-B**

WHEREAS, The State Road Department of the State of Florida, through and by Robert W. Bentley, Chairman of said Department, and W. P. Bevis, Secretary of said Department, did, on the 9th day of August, 1929, enter into a certain highway crossing agreement with the Seaboard Air Line Railway Company, a corporation, relating to that certain highway of a width of 70 feet crossing over the tracks and property of the Railway at a point 3258 feet, more or less, eastwardly from Mile Post 782, as measured from Richmond, Virginia, in the County of Jefferson and State of Florida, as shown in red on blue print 122, attached to said agreement, as shown by a copy of the said agreement, duly executed by the respective parties, attached to this resolution and placed on file and made a part of the record of this Department, in connection with the passage hereof; and

WHEREAS, It appears that the minutes of this Department nowhere show any affirmative action of the State Road Department authorizing or sanctioning the execution of said agreement; and

WHEREAS, The said agreement was entered into by the Chairman of said Department and the seal of said Department duly affixed by authority of, and with the knowledge and consent of, said Department, by the Secretary; Now, therefore,

BE IT RESOLVED, That the action of Robert W. Bentley, Chairman of said State Road Department, in signing said agreement, and the action of W. P. Bevis, Secretary of said Department, in attesting the same and affixing the seal of said Department thereto, be and the same shall stand as fully ratified and confirmed to the same extent as if the execution thereof had been authorized and directed by this Department by proper resolution prior to the execution of said agreement.

BE IT FURTHER RESOLVED, That a certified copy of this resolution, under the hand and seal of the Secretary of this Department, be attached to the signed counterpart of said agreement delivered to said Seaboard Air Line Railway Company.

**AGREEMENT WITH SEABOARD AIR LINE RAILWAY CO. FOR OVERHEAD BRIDGE AT HAWTHORN**

WHEREAS, The State Road Department of the State of Florida, through and by Robert W. Bentley, Chairman of said Department, and W. P. Bevis, Secretary of said Department, did, on the 9th day of July, 1929, enter into a certain overhead bridge agreement with the Seaboard Air Line Railway Company, a corporation, relating to that certain highway bridge constructed of reinforced concrete and being 194 feet 8½ inches, more or less, in length, exclusive of the earth filled approaches on each end of the overpass proper, crossing over the tracks and property of the Railway in the Block lying between Monroe Street and McMeekin Street, in the City of Hawthorn, Alachua County, Florida, as shown by a copy of the said agreement, duly executed by the respective parties, attached



to this resolution and placed on file and made a part of the records of this Department in connection with the passage hereof; and

WHEREAS, It appears that the minutes of this Department nowhere show any affirmative action of the State Road Department authorizing or sanctioning the execution of said agreement; and

WHEREAS, The said agreement was entered into by the Chairman of said Department and the seal of said Department duly affixed by authority of, and with the knowledge and consent of said Department, by the Secretary:

NOW, THEREFORE, BE IT RESOLVED, That the action of Robert W. Bentley, Chairman of said State Road Department, in signing said agreement, and the action of W. P. Bevis, Secretary of said Department, in attesting the same and affixing the seal of said Department thereto, be and the same shall stand as fully ratified and confirmed to the same extent as if the execution thereof had been authorized and directed by this Department by proper resolution prior to the execution of said agreement.

BE IT FURTHER RESOLVED, That a certified copy of this resolution, under the hand and seal of the Secretary of this Department, be attached to the signed counterpart of said agreement delivered to said Seaboard Air Line Railway Company.

#### LEE COUNTY—S. A. L. GRADE CROSSING BY STATE ROAD 27

WHEREAS, The State Road Department of the State of Florida, through and by Robert W. Bentley, Chairman, and Karl Roesch, Secretary, has on this day entered into a certain highway crossing agreement with the Seaboard Air Line Railway Company, a corporation, relating to that certain crossing by State Road No. 27 at grade over the tracks and property of said railway, at a point 4,428 feet, more or less, southwardly from milepost 56 as measured from Fort Ogden, Florida, said crossing being located near Bonita Springs, Lee County, Florida, as shown in red on blue print 741 attached to said agreement, as shown by copy of the said agreement duly executed by the respective parties, attached to this resolution and placed on file and made a part of the records of this Department in connection with the passage hereof; now, therefore,

BE IT RESOLVED, That the action of Robert W. Bentley, Chairman of said State Road Department, in signing said agreement, and the action of Karl Roesch, Secretary of said Department, in attesting the same and affixing the seal of said Department thereto, be and the same are hereby ratified and confirmed to the same extent as if the execution thereof had been authorized and directed by this Department by resolution prior to the execution of said agreement.

BE IT FURTHER RESOLVED, That a certified copy of this resolution, under the hand and seal of the Secretary of this Department, be attached to the signed counterpart of said agreement delivered to said Seaboard Air Line Railway Company.

#### AGREEMENT WITH THE SEABOARD AIR LINE RAILWAY CO. FOR BORROW PIT ON PROJECT 820-B.

WHEREAS, The State Road Department of the State of Florida, through and by Robert W. Bentley, Chairman, and Karl Roesch, Secretary, has on this day entered into a certain agreement with the Seaboard Air Line Railway Company, a corporation, relating to use of certain property of the railway company as a borrow pit, from which to obtain dirt for the construction of approaches to an overhead bridge, at or near milepost 775 of the railway, in Drifton, Florida, as shown in red on blueprint No. 745, attached to said agreement, as is shown by copy of said agreement duly executed by the respective parties, attached to this resolution and placed on file and made a part of the records of this Department in connection with the passage hereof; now, therefore,

BE IT RESOLVED, That the action of Robert W. Bentley, Chairman of said State Road Department, in signing said agreement, and the action of Karl Roesch, Secretary of said Department, in attesting the same and affixing the seal of said Department thereto, be and the same are ratified and confirmed to the same extent as if the execution thereof had been authorized and directed by this Department by resolution prior to the execution of said agreement.

BE IT FURTHER RESOLVED, That a certified copy of this resolution, under the hand and seal of the Secretary of this Department, be attached to the signed counterpart of said agreement delivered to said Seaboard Air Line Railway Company.

#### ROAD 29—OKEECHOBEE COUNTY

The Chairman presented to the members a letter from Mr. T. W. Conely, Secretary of the Business Men's Club of Okeechobee, to which was attached a resolution adopted by the club, requesting the Department to act jointly with the Everglades Drainage Board in the construction of a levee, the surface of which may be used by the Department in the construction of the extension of Road 29 from Okeechobee to Moore Haven. The Chairman was requested to write Mr. Conely, asking him to see Mr. Graham, member of the Department, when next he is in Miami, and explain this program to him in detail.

#### ROAD 29—OSCEOLA AND OKEECHOBEE COUNTIES

A request was presented from the County Commissioners of Osceola County asking that the Department survey that portion of State Road 29, between Lokosee and the completed grade of said road in Okeechobee County.

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be requested to advise the County Commissioners of Osceola County that the Department is not in a position to comply with this request at this time.

#### CLAIM OF J. W. KYSER AND OTHERS

The Chairman stated to the members that he had a letter from Mr. John W. Trammell, of Blountstown, with further reference to a claim submitted to the Department earlier in the year, on behalf of J. W. Kyser in an accident on Road 6.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be requested to advise Mr. Trammell that this Department has no authority to make settlement in such cases, but that his relief, if any, is with the Legislature.

#### STATE ROADS 1 AND 4—OLD SPANISH TRAIL MARKERS

A letter from Mrs. B. H. Armstrong, Florida Chairman of Beautification of the Old Spanish Trail, was presented by the Chairman to the members. Mrs. Armstrong requested authority to place Old Spanish Trail markers along the line of Roads 1 and 4, between St. Augustine and the Alabama State line.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the request for authority to place Old Spanish Trail markers along Roads 1 and 4, between the Alabama State line and St. Augustine, be referred to the Chairman and the State Highway Engineer, with authority to investigate and act.

#### STATE ROAD 15—PINELLAS COUNTY

A request was received from the County Commissioners of Pinellas County that the Department reconstruct the bridge over Stevanson's Creek, on State Road 15, in or near Clearwater. The State Highway Engineer was directed to make an investigation of this matter and report his findings and recommendations to the next meeting of the Department.

#### MINUTES

The minutes of the quarterly meeting held in July were duly read. On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the minutes of the quarterly meeting held in July, 1929, be corrected so as to show that the Department ordered a survey, not only of that branch of Road 23, between Sumterville, in Sumter County, and Parrish, in Manatee County, but also of that branch of said road between Sumterville, Sumter County, and the intersection of said road with State Road 17, in Polk County, near Lakeland.

#### MEMBERS' EXPENSE ACCOUNTS APPROVED

On motion of Mr. Shands, seconded by Mr. Graham, the members' expense accounts were approved, as follows:

Ernest R. Graham.....	\$144.30
Robert W. Bentley.....	37.73
Robert W. Bentley.....	19.35
Robert W. Bentley.....	13.30
Robert W. Bentley.....	18.90
W. A. Shands.....	26.90
W. A. Shands.....	44.55
W. A. Shands.....	49.60
Gordon D. Perkins.....	292.40

On motion of Mr. Shands, seconded by Mr. Perkins, the Department was adjourned.



## High Lights in Highway Progress

For the Information of the Motorists

By James W. Brooks, Director, American Highway Educational Bureau, Washington, D. C.

### A DECEPTIVE PHRASE IN ROAD BUILDING

FROM the passage of the first highway law at Jamestown in 1632 down to this good hour, the whole course of highway progress is strewn, in a figurative sense, with the debris of impractical ideas. No sooner was one illusion dispelled than another showed up, until by and by the first illusion was back again, clothed in its customary habiliments of false logic. Experiments, legislative and otherwise, have cost the taxpayers of this country a pretty penny, and it is not amiss to be on guard against the deceptive phrases in highway educational work which tend toward wasteful and altogether impractical highway investment.

One illusion which has been laid low many times in state and national legislative debate on highway matters during the past twelve years, again threatens to show up, and will result only in confusion in the public mind as to what constitutes true highway progress.

This illusion is cloaked as before in the misleading phrase of "farm to market" roads and carries with it an implication that the farmer's interests are not being taken care of properly, that he is being left in the mud, while roads are being built elsewhere, despite the fact that every road is a farm to market road, regardless of whether construction starts at the farmer's gate or at the more logical point where tonnage begins to converge and increase on the way to his trading point. It is his road and his neighbor's road all the way. The phrase is demagogic in the extreme, whether its aim be political or otherwise. That any plan which has for its main objective the securing of Federal Aid on back roads is impossible of practical fulfillment at the present state in road building, may be seen readily from a glance at the back road.

The impossibility of the practical fulfillment of a

plan of this kind is readily seen when the details are given sufficient study. In the first place, there are approximately 1,270,000 miles of mail route roads. If \$225,000,000 should be appropriated to cover a three-year period as has been proposed in Congress with the aim of creating a secondary Federal Aid zone in road building, the amount which might thus be made available for back roads would not approximate over \$320.00 per mile per year, taking Federal Aid and the state's share together. The per mile fund so provided would be less than the annual per mile maintenance cost on the type of road which so limited a fund would be able to buy. And this does not take into consideration the fact that in appropriating Federal funds for highways, it is required that the money must be spent under Federal and state supervision, which naturally would entail additional expense on the part of Federal and state governments, so that the money referred to could not all be expended on the highway.

The impracticability of the plan is readily apparent and would really defeat the purpose for which even its friends contemplate. Besides, this proposed plan would naturally take from the Federal treasury funds that should be expended in completing the main system already under construction, every mile of which is a "farm to market" road.

Altogether, such a step would lead back to the very thing which caused many states to embody in their respective constitutions the inhibition, as it was usually termed, against pledging the state's credit to so perishable a project as an earth road. It required hard work and many legislative sessions throughout the country to remove these constitutional limitations in order to obtain capital for modern construction, and it is not to be expected that the government, Federal or state, will be led back to the making of ephemeral highway investments of this character.

## Old Spanish Trail Tour

LOS ANGELES, Calif.—(Special to Florida Highways)—"Transcontinental Motorcading" threatens to become a national sport following the successful tour of nearly a hundred Florida motorists from St. Augustine to San Diego, California, the full length of the Old Spanish Trail.

The trip was made early in October and extended a distance of nearly 3,000 miles through the eight states of the union that form its southern boundary. Although the party was on the road for 12 days, no storms were encountered and the only delays were occasioned by enthusiastic receptions in the various towns the motorcade passed through.

That a transcontinental trip in a motor car has lost all of its former terrors was indicated in the make-up of the party. There were more members of the fair sex than of the lordly male, some cars having no male occupants whatever. The women did all of the driving, attended all of the parties, and did not

even call upon the men for mechanical aid. Three children between two and three years of age were taken along for good measure, and these with the remainder of the party arrived in California in the best of health and spirits.

Although thousands of motorists now are making the transcontinental tour, the Florida motorcade was the first of its size to make the trip in group formation. Already plans are being laid for the return cade of Californians to make the trip to Florida. This probably will be done in the spring, and it is expected will further popularize this form of group travel.

The Automobile Club of Southern California and other motoring organizations in the West are carefully observing and obtaining data on motorcade touring, as it is believed this will be adopted in the future by groups of motorists wishing to make the great circle tour of the national parks in the West, which each year show an increase in popularity on the part of the motoring public.



## Maryland Girl Wins Grand Essay Prize

**Six Young Members of Organization Gain National Honors in Contest Covering Thirty States of Country  
—Writer of Best Theme Gets Free Trip To Annual Sessions at Seattle—Others  
Receive Cash Awards.**

**W**HILE one youthful member of the National Grange from Berwyn, Maryland, is on her way to the annual session of the organization at Seattle, Washington, as the guest of the National Automobile Chamber of Commerce, prizes totaling \$250.00 are to be distributed to a number of young members of the organization who successfully participated in the annual highway safety essay contest conducted by the Grange, according to an announcement by L. J. Taber, National Master of the Grange. The Grange safety essay contest is an annual affair.

Betty Mulligan, 16 years old, of Berwyn, Maryland, and a member of the Beltsville, Maryland, Grange was awarded first national honors, thereby winning the trip to the annual sessions which are being held from November 13 to November 22 at Seattle. This trip is being made via the Grange Special train which left Washington November 7, and returns to that city a month later. Accompanied by A. G. Ensor, Master of the Maryland State Grange, and Mrs. Ensor of Forest Hill, Maryland, the winner not only will attend the sessions of the Grange but will also visit Banff and Lake Louise in the Canadian Rockies, Yosemite National Park, the Grand Canyon of the Colorado and other scenic splendors of North America. Her itinerary also includes Chicago, Victoria, B. C., Portland, San Francisco, Los Angeles, St. Louis and other cities in addition to Seattle.

Five other national prizes, all of them cash, were awarded in the contest. The other prize winners, ranked in order, are Alva Frances Eib, Ellwood, Illinois, \$50.00; Marcella Chapman, Centerwood, Ohio, \$20.00; Beatrice Preston, Dazell, South Dakota, \$15.00; Sybil Edwards, Montesano, Washington, \$10.00; and Lester M. Moulitt, Freehold, New Jersey, \$5.00. The contest is conducted by the Grange in cooperation with the National Automobile Chamber of Commerce and the Highway Education Board which for nine years has been encouraging school children to undertake the study of street and highway safety.

Miss Mulligan is the daughter of Mr. and Mrs. Walter F. Mulligan of Berwyn. She took her seventh degree in the order at the National Grange Sessions in Washington in 1928. She holds the office of Flora in the Beltsville Grange while her father is a Past Master of the same Grange. He is now secretary of the Prince Georges Pomona Grange, which office he has held for the past six years. Mrs. Mulligan is a Past State Lecturer of the Maryland Grange. The Beltsville Grange, which is largely composed of members of the faculty of the University of Maryland, is now headed by Brice Bowie.

Miss Mulligan has long been interested in subjects pertaining to the Grange as well as outdoor sports and other matters. She has won a number of prizes at the Marlboro fair in sewing, and canning and preserving of fruits and vegetables. She has been active in the 4-H club at the University of Maryland and is a member of the Berwyn Girl Scouts, being secretary of her troop. She takes an especial interest in

hockey, archery, amateur photography, music, English, dogs and nature.

In addition to the six national prizes, four prizes are awarded in each of the 30 states in which granges exist. These prizes, also donated by the National Automobile Chamber of Commerce, consist of a check for \$5.00 to the writer of the best paper submitted in each State and bronze medals to the three next-best contestants.

This annual contest, the next of which will be held in 1930, is open to all members of the Grange under the age of 19 years and is conducted in all of the 8,000 subordinate Granges throughout the United States. In each subsidiary organization the contest is conducted by the Subordinate Lecturer, the papers being passed upon by a committee appointed by the Master. The best papers are then referred to the State Master who, in turn presents the best papers from his state to the National Master. The six national winners were chosen from among the 30 best papers submitted. The essays, the subject of which was "Safety on the Highways for Children and Adults," were required to be under 800 words in length.

### **A Total of 78,800 Miles of Federal Aid Roads Completed**

A total of 78,797.6 miles of Federal-aid highways had been completed August 31, according to figures released in October by the Bureau of Public Roads. There remained a total of \$41,566,632.59 as a balance of Federal-aid funds available for new projects, according to the Bureau.

Three states having the highest amount of Federal-aid roads completed on that date, according to the Bureau, were: Texas, 6,141.1 miles; Minnesota, 3,854 miles, and Nebraska, 3,559.4 miles.

Two states and a territory having the lowest mileage completed were: Rhode Island, 172.1 miles; Delaware, 212.9 miles, and Hawaii, 172.1 miles.

A total of 10,321.7 miles, of which 8,724.4 were initial, and 1,597.3 were stage, was under construction at a total estimated cost of \$259,691,965.90, and with a Federal-aid allotment of \$104,613,910.33.

Texas had the largest mileage, 966 under construction; North Dakota was second, with 561.6 miles, and South Dakota third, with 546.1 miles.

Hawaii, with 6.6 miles under construction; Connecticut, with 12.5 miles under construction, and Rhode Island, with 17.1 miles under construction, were lowest in mileage.

A total of 2,347.6 miles at a total cost of \$50,731,365.23 and a Federal-aid allotment of \$19,839,505.36 was approved for construction on August 31, the Bureau said.

Of the total mileage approved for construction, according to the Bureau, North Dakota had the largest mileage, 288.2; Montana next, 221.8 miles, and Kansas third, 157.5 miles.

Three states having the smallest mileage approved for construction were: Mississippi, 0.1 mile; Rhode Island, 1.5, and Massachusetts, 5.



Six states having the largest balances of Federal-aid funds available for new projects, according to the Bureau's figures, were New York, \$3,679,100.66; Montana, \$2,724,032.48; Illinois, \$2,606,225; Arizona, \$2,133,114.66; Georgia, \$2,023,796.56, and Alabama \$1,969,823.58.

**Washington**—The state stimulates the interest of citizens living along the highways in roadside beautification through a law which provides that "Owners of property adjacent to the state highways may be permitted to plant lawns, trees and shrubbery, on the right of way of these state highways, provided such planting does not interfere with the maintenance or construction of the highway."

**Wisconsin**—There has been quite a movement on foot in this state, by an association known as the Friends of Our Native Landscape, to induce the various counties to take an active part in the beautification or the saving of trees and shrubs along the highways. A number of counties have followed this plan for several years.

### WINTER DRIVERS HEED THESE HINTS

1. Be sure you have a windshield cleaner in good condition. You need both hands for driving on slippery pavements, so the cleaner should be of the automatic type.
2. Have your brakes tested and put in good condition.
3. Beware of carbon monoxide gas poisoning by keeping your garage doors and windows open when you start your car.
4. Keep off street car tracks. This hint is good for the year 'round, but it especially applies to winter drivers.
5. Don't apply brakes or step on the gas too suddenly.
6. Take curves slowly.
7. Take care of your batteries; they run down faster in winter.
8. Be extremely cautious when going by schools, playgrounds and coasting hills.—National Safety Council.

## Contracts Awarded by State Road Department January 1st, 1929, to November 20th, 1929

Proj.	Road	County	Contractor	Length Miles	Length Feet	Contract + 10%	Type
55	14	Alachua	L. M. Gray	16.77		206,412.32	R. B. S. T.
624	50	Hamilton	Manly Const. Co.	6.23		84,888.18	R. B. S. T.
858	4	Duval	F. S. Whitney	7.00		68,438.10	Mac. Asph.
678	10	Bay	McVay Lindsay & Son	5.00		9,295.00	Hauling
695	2	Lake	Manly Const. Co.	0.40		5,380.54	R. B. S. T.
6	1	Madison	Duval Engr. & Contr. Co.	5.45		91,560.17	R. B. S. T.
669-Y	27	Collier	Kerr and Lawrence	13.55		99,705.56	Grading
854	60	Walton	G. W. Byrd	9.81		85,160.28	Sand Clay
855	60	Walton	C. C. Moore Const. Co.	9.32		90,311.26	Sand Clay
661	2	Lake	Manly Const. Co.	.14		9,313.15	Sheet Asp.
767-688	10	Bay	H. W. Johnson		75	2,567.88	Timber
40-B	4	Brevard	I. B. Purdy			10,565.72	Embankment
806-A	25	Hendry	R. C. Huffman Const. Co.	11.00		32,594.05	C. G. & G.
806-C	25	Hendry	R. B. Stuart	11.00		44,761.37	C. G. & G.
806-D	25	Hendry	R. C. Huffman Const. Co.	12.76		62,950.91	C. G. & G.
62-B	24	Osceola	Florida Bridge & Const. Co.		789	115,447.66	Conc. Bdg.
518	5-A	Lafayette	Broadbent Const. Co.	17.57		244,783.73	R. B. S. T.
587-B	5-A	Columbia	Perkins & Lawson		99	11,405.71	Conc. Bdg.
678	10	Bay	McVay Lindsay & Son	4.00		13,860.00	Hauling
715	28	Union	L. M. Gray	5.26		70,922.96	R. B. S. T.
716	28	Bradford	Duval Engr. & Contr. Co.	11.22		157,799.23	R. B. S. T.
587	5-A	Columbia	Duval Engr. & Contr. Co.	4.43		53,885.30	R. B. S. T.
718	5-A	Columbia	Duval Engr. & Contr. Co.	8.22		101,724.95	R. B. S. T.
815	54	Okaloosa	G. W. Byrd	12.50		27,434.00	Sand Clay
717-706-A	28	Bradford-Clay	Manly Const. Co.	12.06		173,340.83	R. B. S. T.
749-750	14	Gilchrist	L. B. McLeod Const. Co.	8.52		100,722.27	R. B. S. T.
820	96	Jefferson	H. D. Spangler & Co.	9.38		63,008.18	G. & D.
821	96	Jefferson	H. D. Spangler & Co.	5.13		25,478.80	G. & D.
615	5	Sarasota	L. B. McLeod Const. Co.	1.20		20,359.00	R. B. S. T.
	25	Palm Beach	Southern Asph. Const. Co.	4.00		5,575.87	S. T.
64-A	17	Hillsborough	H. E. Wolfe Const. Co.	9.609		257,589.40	Concrete
64-C	17	Hillsborough	H. E. Wolfe Const. Co.	9.61		239,707.82	Concrete
728	10	Leon	Robert G. Lassiter & Co.	11.76		245,718.22	Concrete
65	5	Hillsborough	Fred D. Beasley		423.34	103,856.44	Concrete
742	13	Alachua	L. B. McLeod Const. Co.	7.65		85,343.11	R. B. S. T.
669-Y	27	Collier	Wm. P. McDonald Const. Co.	3.00		48,974.75	R. B. S. T.
695	2	Lake	Manly Const. Co.	6.03		89,689.93	R. B. S. T.
863	56	Columbia	L. M. Gray	1.476		30,078.51	R. B. S. T.
866	17	Hillsborough	Cone Bros. Const. Co.	.50		19,075.00	Asp. Block.
644-C	10	Wakulla	L. B. McLeod Const. Co.	5.05		89,542.16	R. B. S. T.
68-A1	4	Palm Beach	Powell Brothers		199.19	62,038.95	Concrete
68-A1	4	Palm Beach	Nashville Bridge Co.		40.0	27,199.70	Bascule
68-A2	4	Broward	Foley & Milane		46.5	27,703.83	Concrete
68-A3	4	Broward	Foley & Milane		46.5	24,259.40	Concrete
63-B1	4	Palm Beach-Broward	W. S. Lockman Const. Co.		191.12	57,531.88	Concrete
63-B1	4	Palm Beach-Broward	Nashville Bridge Co.		60.0	31,537.00	Bascule
63-B2	4	Broward	Murphy Const. Co.		203.81	50,706.64	Concrete
63-B3	4	Broward	Murphy Const. Co.		134.31	38,027.33	Concrete
721-B	3	Putnam	Austin Bros. Bridge Co.		368.58	120,321.41	Conc. & Steel
835	5	Marion-Citrus	Sahlman & Hogan Const. Co.		264.56	26,850.34	Concrete
62-A	24	Osceola	L. B. McLeod Const. Co.	1.10		19,774.92	R. B. S. T.
62-C	24	Osceola	L. B. McLeod Const. Co.	12.091		231,519.14	R. B. S. T.
63-A	4	Palm Beach	Morgan-Hill Paving Co.	9.212		264,747.95	Concrete
70	5	Charlotte			4,378.4	901,166.53	Concrete
870	143	Palm Beach	S. J. Groves & Sons	10.88		115,289.57	R. B. S. T.
706-A	28	Clay-Putnam	T. B. Gillespie, Inc.	10.83		167,332.44	R. B. S. T.
Total				310.713	7,319.31	\$5,465,236.25	



## Dressing Up Our Roadside Counters

By JAMES S. GLENN

Ohio is One of the Pioneers in the Movement to Eliminate Much of the Danger and Unsightliness of the Hot-dog Stands That Dot the Roads of the Country.

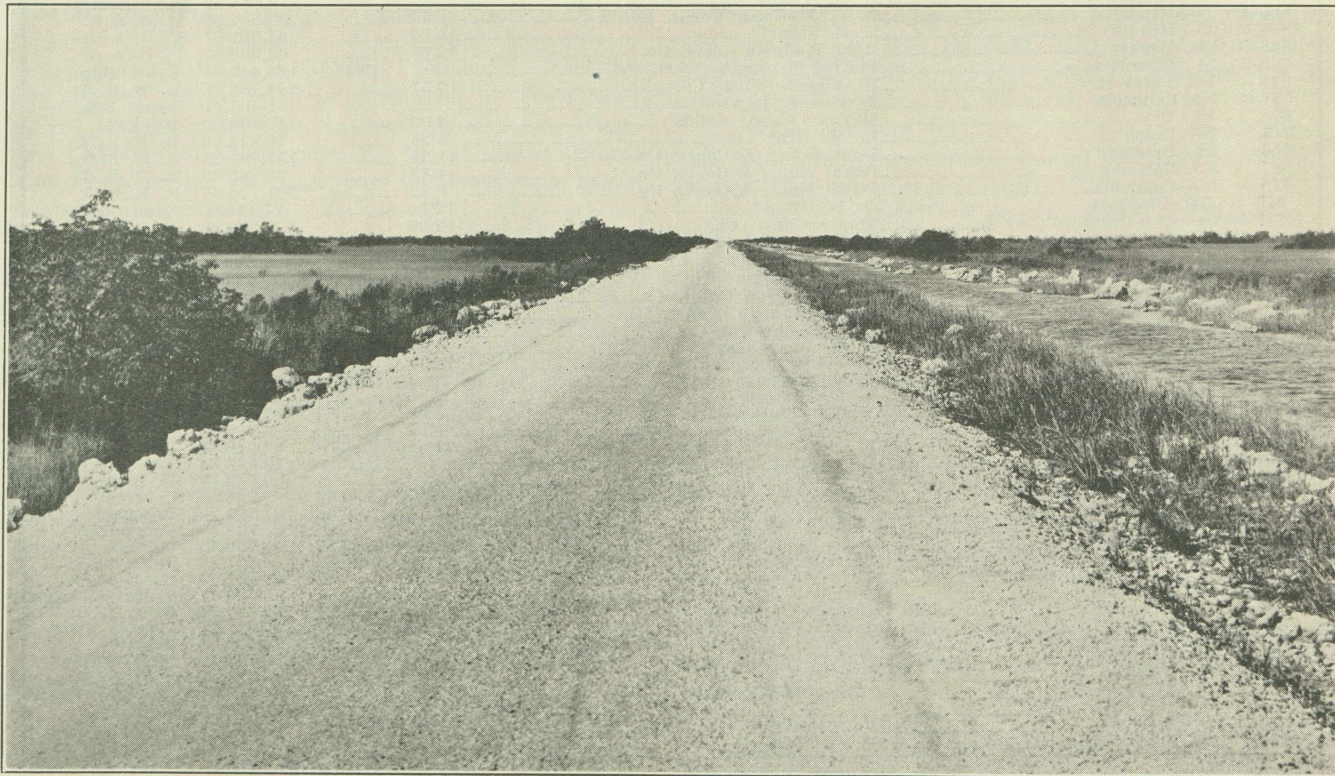
**"PLEASE** wash your face, or keep off the roads," highway officials of Ohio are saying to the owners of refreshment stands that seek to do business with passing tourists. Without a patrol force to back up such an order, or one to issue a writ of eviction, they can merely make a polite request and await results. In this desire to have their roadside business tenants dress up, they not only hope to make a favorable impression upon visitors, but to give some degree of satisfaction to the home-folks as well. Both beauty and utility should distinguish our public highways, in the opinion of the highway department.

If its efforts, combined with those of affiliated groups, which have joined hands in a campaign to render their traffic thoroughfares more attractive, succeed, something worth while will have been accomplished. Traversed by a network of good roads, with a marking system that for ease of direction is second to none, Ohio now proposes to put a finishing touch to beautification in the elimination of unsightly and unkempt "hot-dog" counters. Like every other section of our country, the state has its quota of these eye-sores, that are a menace to health and a disfigurement to the landscape. If this movement, now gaining impetus through the support of interested newspapers, is carried to a successful conclusion, the result will be an economic and sanitary achievement.

The plan projected is to have certain interested architects draw up a set of model buildings of three

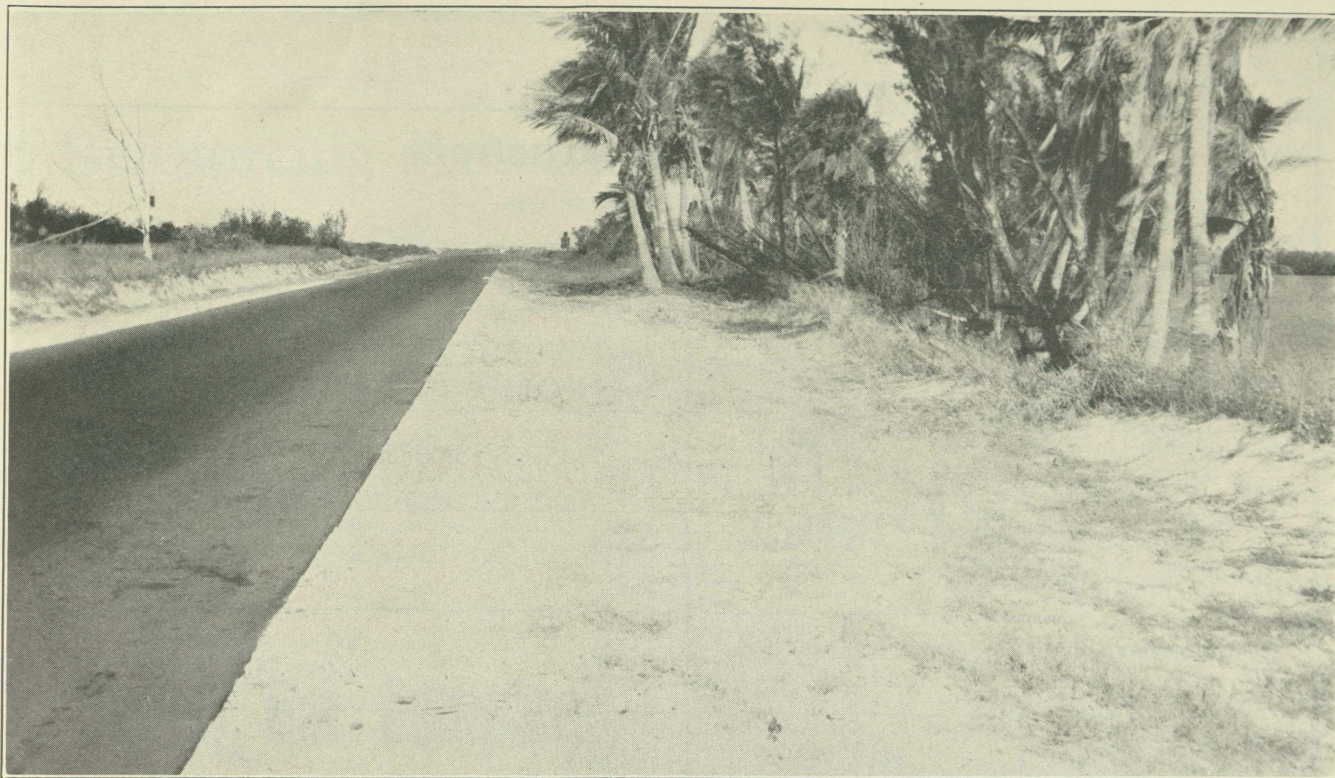
or more types, graduated in respect to size and cost of construction, to be set back a sufficient distance from the road to allow motorists to drive up and park without trespassing on the public right-of-way. These will include suggestions for appropriate landscaping at small cost. Through resident engineers in the eighty-eight counties of the state, it is hoped to persuade the proprietors to substitute types of buildings, plans for which may be drawn, for those stands that do not meet the approval of the engineers. These plans will be made available to prospective proprietors by application to the resident engineers, who will be supplied with the plans by the state highway department. There can be nothing mandatory about this plan, as the owners of these stands generally own the ground on which they operate or have it leased from the owners of the land. All that can be required now is that there must be no encroachment on the right-of-way.

Much has already been done to encourage the maintenance of attractive surroundings where the roads have been improved. This is for the dual purpose of making travel on the public highway as safe as possible and of preserving the natural scenery unimpaired. Signboards along the highways have been discouraged and are not permitted at all at crossings where they prevent a clear view of each intersection. The sowing of grass seed on the shoulders and slopes to hold the shoulders in shape and prevent erosion, the mowing of weeds, the cleaning of ditches and the



Project 669-D, Road 27, Dade County.





Project 640-B, Road 4, Martin County.

removal of debris to facilitate drainage, the placing of barrels along the road, into which the public is asked to deposit the remains of picnic lunches, the repainting of route markers and warning signs at regular intervals, are all in the program that is being carried out as aids to safer travel and more enjoyable vacations.

This latest and most advanced step toward adding to the pleasure of motoring through Ohio, should be encouraged. The first thing that can be done, however, and is now being attempted, is to create and arouse public sentiment in this direction, and then to appeal to the roadside restaurateurs themselves to cooperate. If public welfare and moral suasion are not able to win voluntary cooperation from these vendors of hot-dogs and soft drinks, either through self-pride or regard for others, then it may be time to ask for legislative enactments to cure the ills whose correction is now sought. With their shanties torn down, their front yards cleaned, with good food properly labeled and cleanly served, these roadside stands would be much more in public favor than at present.

At any rate the sponsors of this movement to eradicate many of the features of our present roadside refreshment stands think so. After all, the success of this concerted drive of Ohio officials, allied architects and newspapers rests with the individual proprietors and not with the state at present.—The Highway Magazine.

#### Poor Engineering

"Why all the bandages on Jones' head?"  
 "Rotten bridge."  
 "Break through?"  
 "No, trumped his wife's ace."

#### CONSTRUCTION WORK TO BEGIN SOON ON \$2,000,000 PENSACOLA BAY BRIDGE

Actual construction on the three-mile bridge to span Pensacola bay, and to cost approximately \$2,000,000 is to begin soon, according to Russell Gill, Florida manager for the contractors.

The Northwest Florida Corporation, which built the two highway bridges across St. Andrews bay at Panama City, is the contracting firm. This firm is a subsidiary of Johnson, Drake and Piper, Inc., of Minneapolis, Minn., and Siems, Helmers and Schaffner, Inc., of St. Paul, Minn.

The contract for the casting of the concrete piling for the bridge, some of which will be 111 feet in length, was let some time ago to a Pensacola firm and work is already in progress on this part of the construction.—Southern City.

Preliminary construction work is under way on the Pensacola Bay bridge at Pensacola, Fla., estimated to cost about \$2,000,000. The bridge is being built by the Northwest Florida Corp., a subsidiary of Johnson, Drake & Piper, Inc., of Minneapolis, Minn., and Seims, Helmers & Schaffner, of St. Paul, Minn.

The Carnegie Steel Co. has been awarded a contract to furnish structural steel for the project. The Nashville Bridge Co. will furnish about 75 tons of steel for the bascule and draw section of the span along with approximately 20 tons of machinery. The Concrete Steel Co., Birmingham, has a contract to furnish approximately 3,000 tons of reinforcing steel. The Roquemore Gravel Co., Montgomery, Ala., will furnish sand and gravel.—Dixie Manufacturer.

**Pennsylvania**—Alleghany County has the unusual problem of maintaining 376 county highway bridges. Of these, 28 are large river bridges totaling 7.4 miles in length.



# Status of Construction

THROUGH SEPTEMBER 30, 1929.

Proj. No.	Contractor	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Type	Per cent Complete
6-A	Duval Engr. & Contr. Co.	1	Madison	5.56			5.56	5.56	S.T.R.B.	100.00
52	Robert G. Lassiter & Co.	1	Escambia	10.09				10.09	Concrete	93.00
64-A	H. E. Wolfe Const. Co.	17	Hillsborough	9.61				0.00	Concrete	0.00
64-C	H. E. Wolfe Const. Co.	17	Hillsborough	9.61				.58	Concrete	6.00
518	Broadbent Const. Co.	5A	Lafayette	17.57			17.57	0.00	S.T.R.B.	76.00
587	Duval Engr. & Contr. Co.	5A	Columbia	4.43			4.43	0.00	S.T.R.B.	79.08
644 C	L. B. McLeod Const. Co.	10	Wakulla	5.05			0.00	0.00	S.T.R.B.	3.00
669-Y	Kerr & Lawrence	27	Collier	13.55	13.55	13.55			Graded	100.00
669-Y	Wm. P. McDonald Const. Co.	27	Collier	3.00			3.00	0.00	S.T.R.B.	81.00
673	Robert G. Lassiter & Co.	1	Gadsden	14.97				14.97	Concrete	100.00
678	McVey Lindsay & Son	10	Bay	9.70			9.70	8.24	S.T.R.B.	93.00
685	State Forces	10	Franklin	18.46			18.46	18.46	S.T.R.B.	100.00
695	Manly Const. Co.	2	Lake	6.03			6.18	0.00	S.T.R.B.	74.00
706-A	Manly Const. Co.	28	Clay	1.14			1.14	0.00	S.T.R.B.	88.00
707	Leon County Forces	43	Leon	5.31	5.31	5.00			Graded	93.00
715	L. M. Gray	28	Union	5.27			5.27	0.00	S.T.R.B.	77.94
716	Duval Engr. & Contr. Co.	28	Bradford	11.21			11.21	0.00	S.T.R.B.	76.10
717	Manly Const. Co.	28	Bradford	10.93			10.93	1.21	S.T.R.B.	74.00
718	Duval Engr. & Contr. Co.	5A	Columbia	8.22			8.22	0.00	S.T.R.B.	76.71
722	R. J. Carroll	48	Jefferson	8.83	8.83	8.76			Graded	99.00
724	State Forces	66	Leon	10.67	10.67	10.67		10.67	Sand Clay	100.00
726	State Forces	19	Dixie	12.59			12.37	.63	S.T.R.B.	85.00
728	Robert G. Lassiter & Co.	10	Leon	11.76				3.49	Concrete	28.00
732	Gilbert & Hadcock	17	Polk	8.94	8.94	8.94			Graded	100.00
733	W. J. Bryson Paving Co.	33	Walton	4.23	4.23	4.23		4.23	Sand Clay	100.00
735	W. J. Bryson Paving Co.	40	Walton	13.72	13.72	13.53		11.93	Sand Clay	92.47
742	L. B. McLeod Const. Co.	13	Alachua	7.65			1.91	0.00	S.T.R.B.	15.00
743	Baker & Lewis	10	Bay	18.25			16.97	11.86	S.T.R.B.	90.00
749	L. B. McLeod Const. Co.	14	Gilchrist	7.81			7.81	0.00	S.T.R.B.	75.50
750	State Convict Forces	14	Gilchrist	12.97	11.97	11.97			Graded	90.00
750	L. B. McLeod Const. Co.	14	Gilchrist	.71			.71	0.00	S.T.R.B.	85.00
751	W. J. Bryson Paving Co.	40	Walton	7.29	7.29	7.29		3.28	Sand Clay	81.68
752	W. J. Bryson Paving Co.	40	Walton	8.72	8.72	8.72		0.00	Sand Clay	66.05
755	B. Booth	17	Polk	11.22	11.22	11.00			Graded	98.00
766	State Convict Forces	10	Bay	8.74	8.43	8.00			Graded	72.00
781	F. W. Long & Co.	29	Okeechobee	11.00			8.00	4.50	S.T.R.B.	75.00
787	State Convict Forces	10	Walton	16.29	10.57	5.69			Graded	28.45
788	W. J. Bryson Paving Co.	10	Walton	17.54	9.45	7.70			Graded	45.16
798	State Convict Forces	13	Nassau	15.03	7.50	5.34			Graded	39.00
802-A	C. C. Hayes	10	Okaloosa	8.68	8.68	8.28			Graded	90.00
802-C	Curry & Turner	10	Okaloosa	10.24	10.24	9.62			Graded	88.00
803	Collier Const. Co.	10	Okaloosa	11.13	8.90	7.23			Graded	86.00
806-A	R. C. Huffman Const. Co.	25	Hendry	11.00	11.00	7.90			Graded	85.00
806-C	R. B. Stewart	25	Hendry	11.00	11.00	9.90			Graded	68.30
806-D	R. C. Huffman Const. Co.	25	Hendry	12.76	8.30	7.66			Graded	66.50
815	G. W. Byrd	54	Okaloosa	13.58				8.83	Sand Clay	65.00
820	H. D. Spangler & Co.	96	Jefferson	9.38	5.20	.95			Graded	13.00
821	H. D. Spangler & Co.	96	Jefferson	5.13	3.89	2.90			Graded	49.00
840	State Convict Forces	115	Walton	10.45	8.88	4.59			Graded	53.00
842	W. J. Bryson Paving Co.	115	Walton	10.15	10.15	7.10			Graded	66.00
844-A	State Convict Forces	115	Okaloosa	7.10	7.10	6.63			Graded	90.00
844-C	State Convict Forces	115	Escambia	5.63	5.63	4.85			Graded	85.00
845	State Convict Forces	19	Taylor	8.57	7.25	5.75			Graded	55.00
846	State Convict Forces	19	Taylor	11.00	4.00	2.00			Graded	30.00
854	G. W. Byrd	60	Walton	9.81	7.90	3.81		0.00	Sand Clay	38.46
855	C. C. Moore Const. Co.	60	Walton	9.32	9.32	6.99		.56	Sand Clay	61.00
863	L. M. Gray	56	Columbia	1.48	1.40	1.40	1.00	0.00	S.T.R.B.	58.48
866	Cone Bros. Const. Co.	17	Hillsborough	.50			.50	.50	Asph. Blk.	100.00
Total complete September 30th, 1929				2,926.97		2,881.84	1,515.84	2,204.40		
Complete month of September				14.79		16.70	19.14	26.41		
Total complete August 31, 1929				2,912.18		2,865.14	1,496.70	2,177.99		

## TOTAL MILEAGE COMPLETE

	Concrete	Brick	B. C.	S. A.	B. M.	Asph. Block	S.T.R.B.	S.T.S.C.	S.C.	Marl	Total
Complete to August 31st, 1929	311.96	17.13	39.75	114.75	109.75	23.20	1,222.31	226.39	178.18	27.58	2,270.82
Complete Month of September	4.82					.50	19.92		6.58		31.82
Complete to September 30, 1929	316.78	17.13	39.75	114.75	109.75	23.70	1,242.23	226.39	184.76	27.58	2,302.64



## Reinforcing Bars for Concrete

Made in the United States  
from new billet steel.  
Intelligent, dependable service  
by expert bridgemen.

### Dudley Bar Company

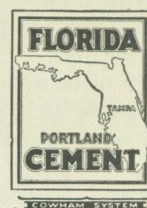
BIRMINGHAM, ALA.

## Florida Cement

EXCEEDS

State Highway Specifications

DAILY  
CAPACITY



20000

SACKS

"A Florida Product for Florida Construction"

### Florida Portland Cement Co.

Tampa, Florida

## ULTIMATE GOAL OF LOW COST ROADS

(Continued from page 4.)

and economic trackage for such an amazing volume of traffic already in motion.

In looking back over the achievements of the past few years and noting the mileage of new highway both low-cost and high-cost, that have been constructed under such heavy demand from both ends of the road, the discovery is made that commendation rather than criticism is due the officials and engineers who are striving to keep new trackage apace with increasing highway motive power. It is a very difficult task, and one that is being made increasingly difficult by the fact that the Federal government is running far behind in financing its share of that cost.

There have been rumors that chemists were seeking a way to make rock out of dirt, but Uncle Sam and his state partners are not placing much faith in that prospective development. They are, instead, proceeding as best they can in the construction of low-cost roads, with sand-clay where it belongs, gravel where it belongs, and other types where they belong, according to existing traffic needs and against the day when a higher type will be needed.

**Missouri**—Traffic congestion is costing the merchants of St. Louis, and indirectly the St. Louis public, \$125,000 a day more than is necessary, Brooks, Director of Streets and Sewers, declared in his annual report.

## PRINTING

Every printing need for the road builder, economically produced. Accuracy, quality and quick action have made for this firm an enviable reputation.

### APPLEYARD'S

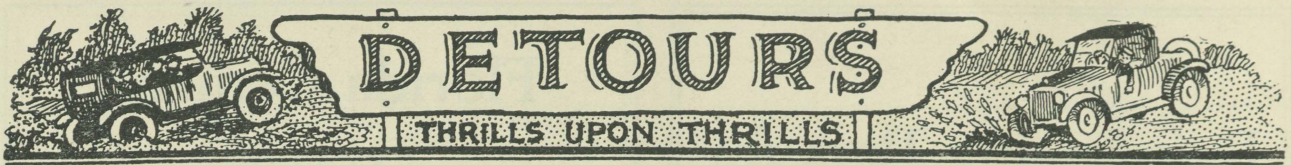
*Foremost Printers of Florida*

Tallahassee, Florida

**Quebec**—Perron Boulevard, the road around Gaspé Peninsula, was officially opened with ceremonies held from July 20 to July 25 inclusive. This inauguration constituted an epoch-making event in the development of road construction and tourist traffic in the province. The belt highway has a total length of 553 miles from Ste. Flavie to Ste. Flavie and constitutes one of the most wonderful arteries in Canada.

**Ohio**—The state department of highways issued, during August, a 32-page guidebook for motorists, descriptive of the state highway system, motor vehicle laws, and scenery and points of interest on state routes.





### He Took No Chances, But—

He brushed his teeth twice a day—with a nationally advertised toothpaste.

The doctor examined him twice a year.

He wore his rubbers when it rained.

He slept with the windows open.

He stuck to a diet with plenty of fresh vegetables.

He got at least eight hours sleep every night.

He did his daily dozen daily.

He was all set to live to be a hundred.

The funeral will be held next Wednesday. He is survived by eighteen specialists, four health institutes, six gymnasiums.

He had forgotten about trains at grade crossings.  
—Georgia Highways.

### Efficiency

It seems that one of the employees of Henry Ford dreamed that Henry died. He dreamed that he saw the black casket being borne by six of Henry's oldest and most faithful employees. As the casket came by, Henry raised up, looked around, and offered the following suggestion:

"If you would put rollers under this casket, you could lay off five men."—Sour Owl.

"Sandy, I dinna like the way ye drive so close to the car ahead. An' it's night too."

"Whisht ye, woman. Dinna ye ken that I can turn off ma headlight that way an' save the battery?"  
—Maine Motorist.

There had been an auto wreck. One of the drivers climbed out in a fit of temper and strode up to a man standing on the sidewalk, thinking him to be the other driver.

"Say, where the devil's your tail light?" he roared.

The innocent bystander looked up at him. "What do you think I am—a lightning bug?"—Loren.

### In Traffic

"What did your wife say when you drove past the traffic cop?"

"Nothing," said Mr. Chuggins. "The occasion was one of those valued incidents in life when Henrietta permits me to do most of the talking."—The Washington Star.

### Try A Jeweler

Young Lady Motorist—"It's snowing and sleet-ing and I'd like to buy some chains for my tires."

"I'm sorry—we keep only groceries."

"How annoying! I understood this was a chain store."—Judge.

### Sounded The Same

They were seated at a table in a night club. Suddenly there was a loud crash.

"Come," he said, taking her hand, "let's dance."

"Don't be foolish," she answered, "that wasn't the orchestra. The waiter dropped a tray of dishes."  
—Colorado Dodo.

There is nothing more pathetic than a horsefly on a radiator.—Florida Blue Gator.

Grandpa in a speedy car.

Pushed the throttle down too far;

Twinkle, twinkle, little star,

Music by the D. A. R.

—Rochester Democrat and Chronicle.

"Anything besides collars, shirts, and handkerchiefs, sir? How about some pajamas?"

"I ain't no social rounder, young feller. I don't join any big parades; when night comes I go to bed."

—Georgia Highways.

"The new patient in Ward B is very good-looking," said the nurse.

"Yes," agreed the matron, "but don't wash his face. He's had that done by four nurses this morning."—Georgia Highways.

The saxophone may not be going out, but a writer in the Chicago News tells of a musical genius who plays the oogaloo, the ookahpa, and the sminch. The musical worst is yet to come.—Minneapolis Journal.

### Sorry! 'Twas An Oversight

Half the jokes on Florida Highways' (October) funny page were taken from Kentucky Highways, without credit. That's all right though, we stole part of them.—Kentucky Highways.

The Salvation Army, which says a man may be down but he's never out, apparently has never made a house-to-house campaign.—Arkansas Gazette.

### March of Progress

The fellow who used to read the film subtitles out loud now sits behind us at the talkies and helps the hero to sing the the theme song.—Everybody's Weekly (London).

### Properly Plucked

He: "You were no spring chicken when I married you."

She: "No, I was a little goose."—Progressive Grocer.

### Beats the Whistle

Interviewer: "Are you one of those girls who watch the clock?"

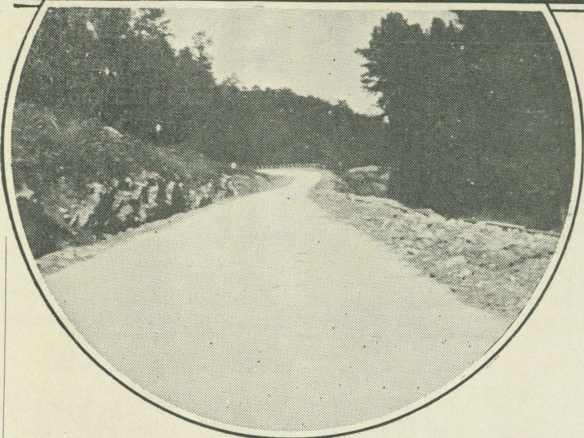
Applicant (with dignity): "No sir; I have a wrist-watch."—Buffalo Evening News.

### Recipe for Bliss

A real-estate salesman of West Texas had just finished describing the glorious opportunities of that part of the country. "All West Texas needs to become the garden spot of the world is good people and water," he said. "Huh!" replied the prospect. "That's all hell needs."—American Mutual Magazine.

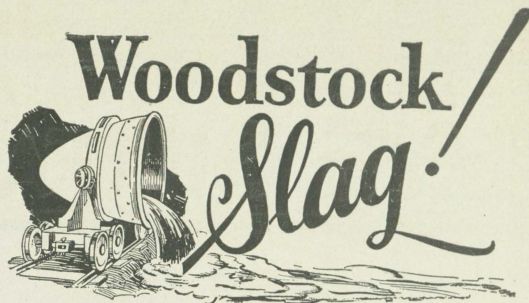


# WOODSTOCK SLAG FOR DURABLE ROADS!



The bonding qualities of Woodstock Slag, together with its angular shape and rough surfaces, gives 15% to 20% greater strength in concrete. These same qualifications make slag the ideal aggregate for asphaltic construction. Modern heavy traffic demands the best road construction. Woodstock Slag assures it. Send us your inquiries!

MODERN highway construction has become a scientific art . . . demanding the very best of materials. That is why the use of Woodstock Slag as the aggregate has increased enormously in every type of road work. It is the supreme aggregate for hard surface roads!



## WOODSTOCK SLAG CORPORATION

FLORIDA OFFICE:  
525 Professional Building,  
305 Morgan St., Tampa, Fla.

Southern Railway Bldg.,  
Birmingham, Ala.

## WANTED FOR CASH

### OIL ENGINES

Road Equipment, Rails,  
Portable Track,  
Sheet Steel Piling, Pipe,  
Tanks, Etc.

**ZELNICKER** IN ST. LOUIS

Buyers and Sellers for 31 Years in  
Railroad Equipment

Items Above Mentioned and  
Machinery

50-Page Bulletin—Our 390th  
is yours for the asking.

## TECHNICAL GOODS

{ Most Complete Line  
in the Southeast }

Representing

THE KEUFFEL & ESSER CO.

W. & L. E. GURLEY

BUFF & BUFF MFG. CO.

LUFKIN RULE CO.

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C. F. PEASE & CO.

HAMILTON MFG. CO.

THEO. ALTENEDER & SONS

AND MANY OTHER MANUFACTURERS  
OF GOODS OF RECOGNIZED MERIT

Write for Samples, Prices, Catalogs

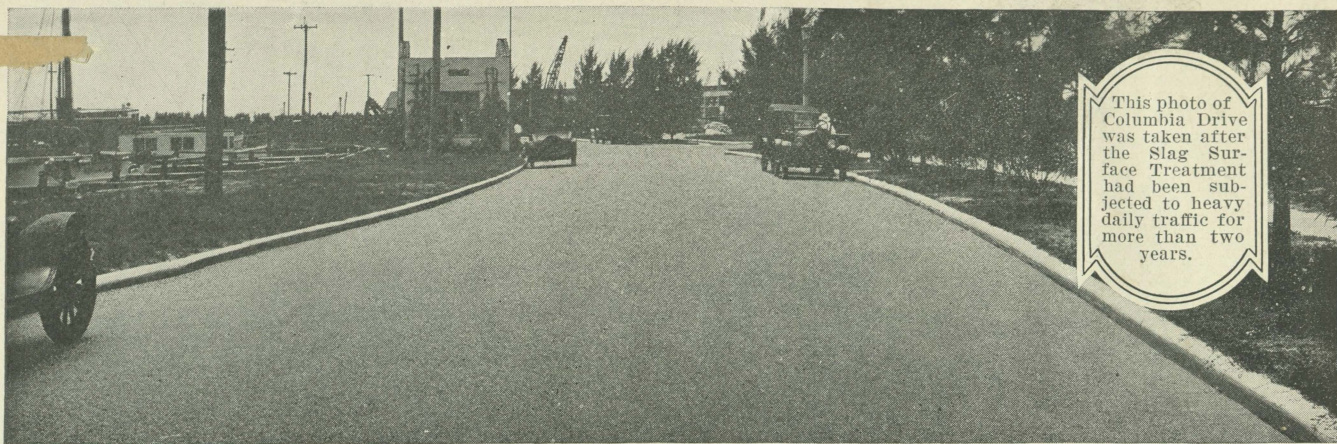
THE H. & W. B.  
**Drew Co.**  
EST. 1855—QUALITY EVER SINCE

TAMPA

JACKSONVILLE

MIAMI





This photo of Columbia Drive was taken after the Slag Surface Treatment had been subjected to heavy daily traffic for more than two years.

DAVIS ISLANDS, TAMPA, FLA.

390,000 sq. yds.

## SLAG SURFACE TREATMENT

DAVIS ISLANDS, the finest and most substantial subdivision of Greater Tampa, is just completing a most ambitious program of street paving.

Up to July 1st, 1929, a total of 390,000 sq. yds. of paved streets had been laid by Davis, Miller & Cobb, Inc., of Tampa. The decision to use

"ENSLEY" & "ALA CITY"  
**BASIC SLAG**  
CRUSHED & SCREENED

exclusively was based on Florida's wide experience with this proved type of LOW COST BITUMINOUS PAVING—more than TWENTY-FOUR MILLION sq. yds.

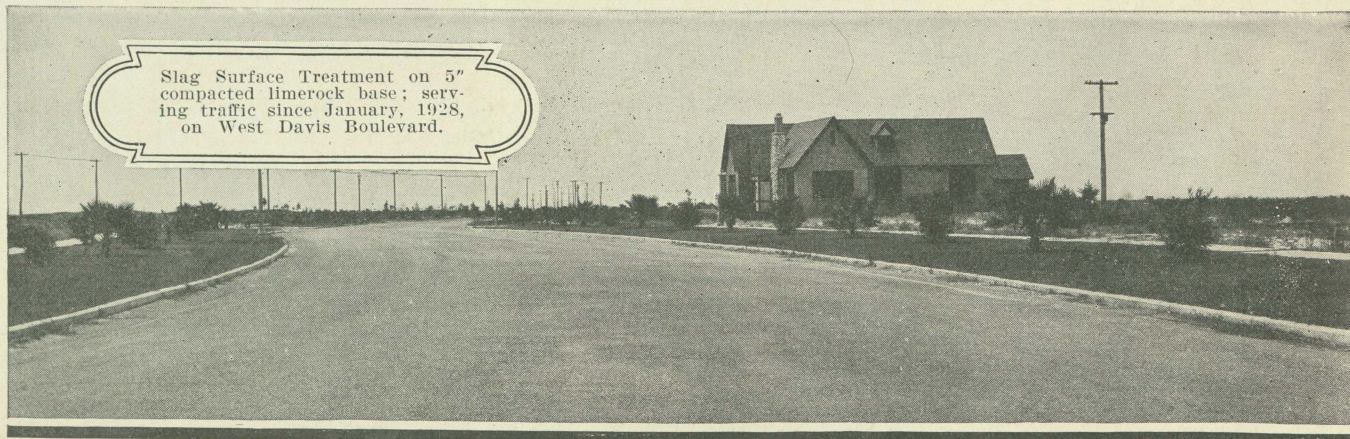
are serving traffic on Florida streets and highways.

This "non-skid" wearing surface of bituminous binder and slag chips (costing from 18c to 35c per sq. yd.) is invariably laid, as in this case, on a base of Ocala Lime Rock (costing from 75c to \$1 per sq. yd.) Years of service have proved that this type of hard surface pavement is not only entirely satisfactory and unusually economical, but that it can be maintained indefinitely at very low cost.

## Birmingham Slag Co.

Slag Headquarters for the South

ATLANTA      BIRMINGHAM      JACKSONVILLE  
THOMASVILLE      MONTGOMERY      OCALA, FLA.



Slag Surface Treatment on 5" compacted limerock base; serving traffic since January, 1928, on West Davis Boulevard.